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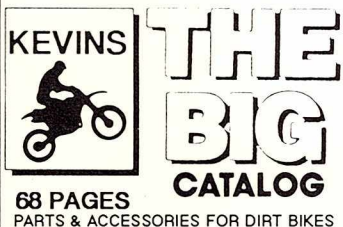
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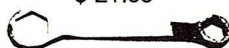
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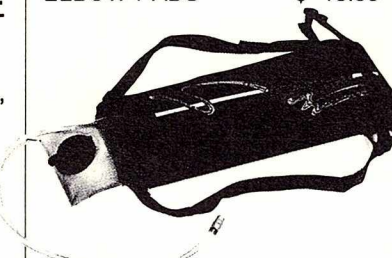
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TRAIL RIDER

M A G A Z I N E

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for the November issue is
September 19, 1991*

On the cover: We couldn't possibly have Malcolm Smith come into town for the New England Championship and the Leon Dube, for the first time in 20 years, and not run him on the cover. He still loves to ride, and still rides with that ear to ear smile!



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Warning: Hitting things real hard on a motorcycle can be rough on your body, as well as detrimental to your forward momentum. You should strive at all times to maintain forward motion with a healthy respect for solid objects in your way, and avoid impact at all costs. At the same time, protective gear is a good idea for even the most careful rider. Wear gloves, goggles, a helmet, sturdy boots and anything else you can wrap around your body without sweating away to nothing. Courage.

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LAST OVER

BEGINNER'S LUCK

By Paul Clipper

I stood at the top of the trail, feet firmly planted on a rock-free dirt road. Squatting down at the edge I could just see below the tree canopy, down the rocky hill. No sign of Sidney. Couldn't even hear him, but I knew he'd be along shortly. He can get through anything; maybe not in record time, but he'd get here.

We were riding on the Blackwater 100 course, halfway up Cabin Mountain, at the top of a spot known to a few of us as "The Glade," which has to be the most deceiving name you could imagine for the place. It brings to mind cool, quiet riding through green ferns deep in the shadow of the woods; and I guess, to be honest, it does have some of that aura about it. The problem is it also has vicious rocks and black mud, tight trees and patches of greasy clay. The uphill pitch through this section is considerable, as well, and if you don't keep forward momentum, you can have a hell of a time reaching the top.

I can remember standing in that same spot a number of years ago, the first time Dave Coombs used it in the Blackwater course. There

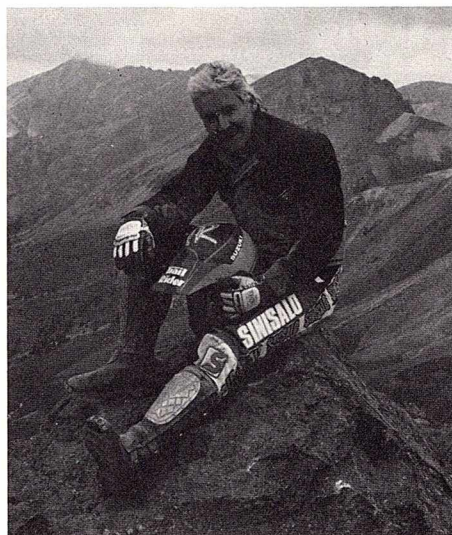
was no trail to follow on the way up (which may or may not have been an advantage, as nasty as it is now), and the edge of the road right below my feet was a neat little four-foot vertical bank, the last little insult to what was left of your strength and stamina. That year it was raining—it always seemed to rain back then—and I remember laying on the bike at the bottom of that four-foot wall, out of breath, cotton-mouthed, half sick and dying of a bad case of the runs. Time and acquired humility allow me now to admit that I was far too beat to even cry about it, but if I hadn't been I could picture myself sobbing, laying there heaped on top of what used to be a decent bike.

The rain was coming down in sheets, although we couldn't really feel its fury under the

trees. There was a rivulet of mustard-colored water running down the knobby-cut groove in the bank, drooling down yellow under the bike, and I recall thinking that if I just left the bike there the running mud and roost from the other racers would eventually bury it, and I wouldn't be faced with the problem of continuing.

Not many people had been past, though; as a matter of fact the only guy near by was upright but stuck on a root, with his bike sitting at about half-throttle, rear tire spinning noisily but moving absolutely nowhere.

He had the indistinct expression of a zombie on his face, and he obviously didn't care what happened to him in the very near future.



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He and I both, but the angry snarling of the rest of the pack clawing its way up the hill got me motivated, and with a deep groan I wrestled the bike upright. One or the other of us could go up the hill, but not both at once. Since the bike was incapable of making that sort of decision on its own, I determined to move it first. It would have to be launched, an approved Blackwater method of forward progress. Although it isn't very elegant, done correctly it's quite effective, and all it takes is a quick burst of strength. So, gathering together the purse-strings of my ailing bowels, I kicked it over and then popped out the clutch at half throttle, violently throwing the bike up the bank.

It made it, and I crawled up behind, onto the road I now occupied and out of the woods—finally! There was a guy up there whimpering, as I remember, and I just shook my head at him and wobbled off up the jeep road. I had no idea what I was going to do on the next lap; I didn't even want to think about it. I just wanted to get to the top of the hill and point the wheels down, a direction I could seriously get into after all that up.

It's funny how time makes it all seem, well, not quite so bad. Of course, here we were on a well-worn trail now, enjoying a sunny day and not amped with adrenalin and accompanied by 400 nut-ball friends. The up-side of that day

was that I came around that first lap somewhere around 50 places away from the leader, and with all the trouble I was having I had already passed a ton of riders. On the way down Cabin Mountain I would pass a gang more, and it sure felt good. I got a trophy that year; fourth place in the 125 class, and I still have that trophy out where I can see it, just to remind me of the meaning of the word "miserable."

The Blackwater isn't like that any more. In a lot of ways it's gotten a lot easier. Rather than having to claw and scramble your way through deep, rotten mud and rocks and roots, now you just have to be able to ride like the wind over bare rocks, because most of the mud has by now washed off of the rocks. Rather than a survival run, it's turned into a contest of nerves and suspension.

Of course, don't tell that to the people stuck in the bogs on Father's Day, or drowned out in the rivers, or jammed up in the woods, spinning in roots and wiped out from exertion. They don't want to hear about it, I can tell you that for sure.

I could hear the muttering sound of Sidney's XL again, and by crouching down a little lower I could see his headlight cutting a swath through the dark woods. He was in the smooth stuff, a little farther and he'd face the last rock garden right before the top. He just got into the rocks and stalled.

Cussing at a branch in his way that he kicked to the side, he booted the XL back to life and continued bouncing through the rock field, soon arriving at the top.

"Congratulations!" I hollered over the rumble of his bike, "You just conquered the toughest part of the Blackwater 100 course!"

In his inimitable style, Sidney's face brightened up and he smiled through the glaze of sweat. "Well, then I guess I'm glad to be here!"

And I had to agree with him. "Me too, Sid. Me too." □

Truth or fiction? The sharp-eyed readers among you will notice that a slightly different version of this story appeared in the race program for the Blackwater 100 this year. That version is probably slightly funnier than this one, but this one is the truth...or at least as close to the truth as you will get in this column. Next month you'll be able to read about both subjects of this column, the Blackwater Dual Sport, which I attended, and the Blackwater 100, which will be presented by Jerry Bernardo, author of last month's Daytona story. Make sure you're holding onto something when you see that story. And now, we return you to your regularly scheduled magazine....

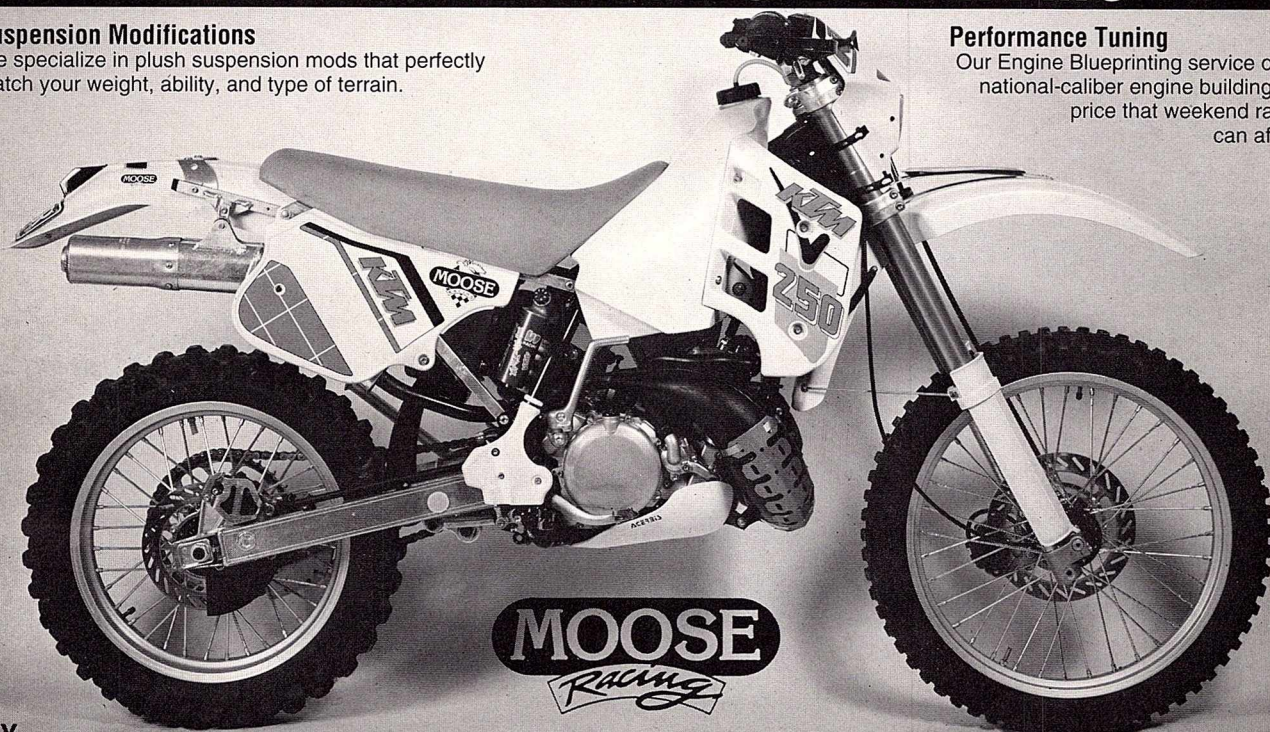
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SHADE MOUNTAIN CLEAN-UP

On Sunday April 28, 1991, the Pennsylvania Trial Riders Association (PATRA) organized a clean-up of the Shade Mountain Area (Snyder Co.) located in the Bald Eagle State Forest.

Approximately 25 people took part in picking up trash and litter from the Route 235 roadside, the Shade Mountain parking area, and the Shade Mountain road (dirt road). Working under the instruction of Gabriel Depietro, the Acting District Forester for Bald Eagle State Forest, the PATRA organization collected no less than 40 garbage bags filled with trash and many large items such as tires, wooden pallets and cement blocks.

The PATRA clean-up was planned in conjunction with Earth Day, but because of scheduling conflicts, was held one week later. As a result of the success of this effort, PATRA members will hold various clean ups during the year at Shade Mountain. PATRA invites local residents to offer suggestions and assistance.

For further information : Pennsylvania Trail Riders Association, Box 77, Thomasville, PA 17364. Contact person: Ted Witmer, 846 East Boundary Ave., York, PA 17403 (717) 843-5971 —Ted Witmer/PATRA

RIDE IN CANADA

The two day Corduroy enduro is happening in Canada next month, and it is the premier Canadian enduro—if you ever wanted the ultimate racing experience "north of the border," make plans to go up (there's an ad for the event in last month's magazine).

Now, if you'd like to ride in Canada, but not race, you should get in touch with Warren Thaxter, proprietor of Warren Sports, Lakeshore Road West, Wesleyville RR #8, Newcastle, Ontario L1B 1L9, Canada. Warren is an enthusiastic visitor to the States, and comes down once a year with a group that gets together with American hosts and takes a ride in the Berkshires. Warren lives on the north shore of Lake

Ontario, and he'd like to hook up with people who would like to swap visits to each other's riding areas. Contact him at the address above, or (416)786-2020.

HATCH ATTACK II

We have more racing reports from Steve Hatch. Hatch was one of the top finishers at last year's ISDE, and so far this year he's been winning the Qualifier series overall. Steve is sponsored by Moose Racing, and the Moose people have an ax hanging over his head constantly, which is why he sends out race reports all the time. Anyhow, he won the Michigan Qualifier overall on his RMX, also won the Ohio Qualifier, and in the Idaho event he finished up third overall, only because he crashed like a dummy in the final grass track. Steve has been doing some inspired riding this year, look for him to mop up in the ISDE in Czechoslovakia this September.

SAVE YOUR RIDING LAND

The Connecticut state Department of Environmental Protection has closed two of the Connecticut state parks, the Cockaponsett and Shenipsit. The closure didn't affect the running of the annual New England Championship and Cockaponsett enduros, thanks to the Connecticut Trails Committee of the D.E.P. and State Planner Joe Hickey, who helped the NETRA clubs fight for the right to put on those enduros. A private company has donated enough money to keep the parks open until September, but after that it's all up in the air again. At that point, the Black and Blue enduro may be affected.

So what we all have to do it get out our writing implements and mail off some letters (for inspi-

HURRICANE RESULTS

We didn't think we had the results for the Hurricane Mountain hare scrambles featured elsewhere in this mag, but Roger Billharz sent us in a set of preliminary results that he says are very close to correct. If these are wrong, hopefully the club will send the official ones and we'll correct the errors.

NETRA Round 1	A Vet	B Vet
Hurricane Mountain	1. Phil Lawrence	1. Tony Catazaro
Bert Guerrette	2. Kevin Howley	2. Steve Ellis
A High Point	3. Guy Hill	3. Cliff Snow
J. Reese	Women	C125
B High Point	1. Sandra Stevens	1. Frank Solla
Jay Mahan	2. Val Herenchak	2. Brad Robertson
C High Point	3. Janos Zion	3. E. Sirois Jr.
B200		C Open
A200	1. Kevin Soboleski	1. Craig Filliault
1. Steven Wall	2. R. Malenfant	2. Rod Ackley
2. Luis Colom	3. Tom Traven	3. R. Chenkus
A125	B125	C Four-Stroke
1. Ken Low	1. Bill Doherty	1. D. Jackson
2. Nathan Martel	2. G. Brigham	2. James Niles
3. K. Backlund	3. Jim Wynder	3. Chris Hayes
A250	B250	C200
1. Rick Claxton	1. Bob Brownson	1. E. Landon
2. Paul Milliken	2. P. Antinarelli	2. T. Norton
3. Bob Simeon	3. T. Pydych	3. J. Martin
A Four-Stroke	B Four-Stroke	C250
1. Paul Boirin	1. J. Camelio	1. S. Andet
2. Ken Clark	2. J. Clark	2. E. Corbeil
3. Jerry Shinnars	3. Rich Fasoli	3. M. Toth
A Senior	B Senior	C Senior
1. Al Desrosiers	1. Steve Bobetsky	1. G. Silverslade
2. Bruce Wilcox	2. Gary Pease	2. J. Millet
3. Steven Wilcox	3. Gary Circosta	3. B. Silverslade
A Open	B Open	C Vet
1. Fred Burnham	1. Alan Lachapelle	1. C. Willets
2. Daniel Routan	2. P. Timothy	2. T. Willey
3. Fred Towslee	3. Bob Young	3. D. Gath

ration, see Ginger's letter on page 32). Make sure you stress that keeping the parks open will be beneficial to all user groups, and write or phone:

Mr Tom Dudchik, Deputy Commissioner
Department of Environmental Protection
165 Capitol Avenue
Hartford, CT 06106
(203)566-4522

If you call and get an answering machine, just leave a message stating your desires. This above information courtesy of NETRA News, and if you don't belong to NETRA, you should also consider joining right now.

ENDUROS CANCELED

For lack of time, manpower, and/or a trail boss, the NETRA Tri-State enduro, scheduled for July 28 (this weekend) has been canceled. Also, the NETRA Quaboag enduro, scheduled for October 20, has also been canceled. Points for the enduro season will be based on the eleven remaining events in the series.

NO YOUNG RIDERS

Bill Durivage of Ballston Lake, NY, sent us some copies of letters he wrote in opposition to NY house bill AB-550, which would prohibit any passenger under the age of 12 from riding on

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757
East Coast Enduro Association (ECEA)
1380 Route 70
Browns Mills, NJ 08015
(609)893-7294
Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430

(804)255-4620
Pennsylvania Trail Riders Association (PATRA)
Box 77
Thomasville, PA 17364
Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000
Racer Productions (AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157
North Carolina H.S. Series
P.O. Box 338

Fayetteville, NC 28302
(919)867-5219
American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH
43081-6114
(614)891-2425
Southeastern Enduro and Trail Riders Association (SETRA)
P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832
New York Hare Scrambles Series
(315)682-8017

District 4 Enduro Comm. (NY)
568 Whittier Road
Spencerport, NY 14559
(716)594-0384
District 6 Sports Association
P.O. Box 554
Lebanon, PA 17042
(717)272-6896
Blue Ribbon Coalition
P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

WHERE TO RIDE

August

8/3 NETRA Dam Good Jr. Enduro
Thomaston, CT
8/4 NETRA Dam Good Hare Scramble
Thomaston, CT
8/4 ECEA Canyon Enduro
Middlebury Center, PA
8/4 NETRA Greylock Turkey Run
Washington, MA
8/11 NETRA Berkshire Dual Sport
Southwest MA
8/11 NC Hare Scrambles Series
Avents Ferry, NC
8/11 ECEA Speedsville Enduro
Speedsville, NY
8/11 NETRA Pilgrim Sands H. S.
Buzzards Bay, MA
8/17 NETRA Tri State Jr. Enduro
Webster, MA
8/18 NETRA Red Fox Turkey Run
Bartonsville, VT
8/18 NETRA Union Hare Scrambles
Union, CT
8/24-25 Buckeye GNCC
Waterford, OH
8/25 NETRA Slippery Rock Turkey Run
Gardner, MA
8/25 NC Hare Scrambles Series
Wisco, NC
8/25 ECEA Beehive Enduro
Mauricetown, NJ
8/25 NY Hare Scrambles Series
Little Genesee, NY (716)928-2837
8/25 NETRA Mohawk Hare Scrambles
Cheshire, MA

the back of a motorcycle in the state of New York. We don't have to go to any great length to point out how ridiculous this idea is, but it could turn into law in the state if we don't all write and let them know how we feel...especially you New York guys. Send your letters to Michael J. Bragman, Chairman, Assembly Transportation Committee, Legislative Office Building, Albany, NY 12248.

TRAIL RIDER ACTION COALITION

Attention: All off-road motor vehicle users
Needed: Letter and phone calls for the following

URGENT!

Topic: National Recreation Trails Fund Act.

Issue: Additional sponsors and support needed.

Action: Call and write to your state Senators and Representatives. Call and write to other user groups, e.g. snowmobilers, mountain bikers, horseback riders.

Request: Support and sponsorship of Senate Bill 400 this year.

Emphasize: NRTFA will provide badly needed \$ for trail maintenance

Reason for Action: Environmentalists are lobbying against the effort. If no one hears from us, they win... we lose. □

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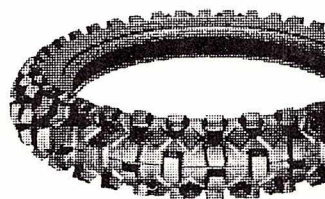
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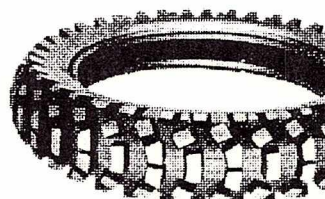
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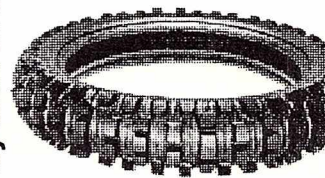
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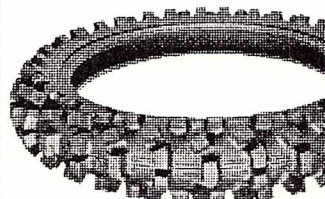
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90/100-14
110/100-18
120/100-18
70/100-17
80/100-21



523 (Soft/Intermediate)
100/100-18
110/100-18
100/90-19
110/90-19
80/100-21 • 522 pattern



540/540A (Soft/Muddy Terrain)
90/100-14 • 100/90-19 •
100/100-18 • 110/90-19 •
110/100-18 120/90-19 •
120/100-18 70/100-17
80/100-21 • 540A pattern

THE REST OF THE WORLD

SOUND TEST

The Motorcycle Industry Council has a new book perfect for clubs enforcing sound tests at enduros and other off-road events. Called the *Off-Highway Motorcycle and ATV Stationary Sound Test Manual*, the publication is a pocket-sized reference manual featuring step-by-step instructions for administering a stationary sound test properly. You can write for a single copy free of charge, to: Motorcycle Industry Council, 2 Jenner Street, Suite 150, Irvine CA 92718. The phone number for the MIC is (714)727-4211; fax (714)727-4217.

BELL NEWS

Bell Helmets is alive and well and making lids in Italy these days. Italy? Yep, Bell has inked an agreement with Bieffe Helmets to design and manufacture motorcycle and snowmobile helmets bearing the Bell trademark. So, in the near future your new Bell helmet will be made in Italy by Bieffe and brought into the States.

What about the Rantoul, Illinois, facility? According to a press release, the Illinois factory will continue to produce bicycle and auto racing helmets for the world market. This Rantoul facility is known as Bell Sports, Inc., and is a completely separate entity, not affiliated with

the motorcycle and snowmobile helmet companies in Italy.

SIX DAYS TRIP

Like we said last month, if you want to get onto the AMA trip to the 66th International Six Day Enduro in Czechoslovakia, pick up the phone and call People's Travel right now—1-(800)336-7662. It's the trip of a lifetime, no doubt. The cost is only roughly \$1528.52 per person, based on two people sharing a room and a car, and it includes round trip airfare to Vienna, Austria, 13 days car rental, 12 nights accommodations in Czecho and breakfast daily. It doesn't include any other meals, but living is cheap in Czecho, and you shouldn't need any more than \$200-\$300 for food for the whole trip. The tour has to be booked by July 22, so do it now if you're going to do it.

NEW JERSEY ALERT

Here's something you Jersey riders can get your pens out and write for. NJ Assembly Bill 4678 is a bill that makes it clear that the existing landowner liability laws applies to the operation of snowmobiles, ATVs and dirt bikes. The bill will simply strengthen the landowner liability laws in this state, and make it a lot easier to

convince private landowners to give permission to run enduros across their land, since they cannot be held liable for any accidents on their land during the event. According to the SVIA, this bill is just sitting in the Assembly Judiciary Committee and it needs letters of support to get it moving. Write to the Assembly Judiciary Committee and everybody else in Trenton, and let's see if we can get the ball rolling.

TR OVERSEAS AGAIN

Speaking of Italy, next month you will see a test on the Husky 350 four-stroke and the 260WXE; we're going up to the Berkshires this weekend to ride them both (we'll let you guess when this was written). The 350 got 25 break-in miles this past weekend and it feels like a really fun bike. The 260 was broken in at Blackwater, so you know it's good and loose!

Why cram two bike tests together in one issue? Well, because in three weeks time, actually right before the September issue is printed, we'll be running off to Italy again as guests of Cagiva Italia to test the 1992 Husqvarna line. Radical things are afoot over in Varese, and the '92 Huskys will be featuring Showa front and rear suspension as well as other refinements. Also, there will very likely be no Husky MX bikes imported into the U.S. in 1992; instead they will

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and Hunnicutt, who also had one other thing in common with the victors in the five other classes: their engine lubricant.

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concentrate on the offroad/enduro market, a marketplace where the Husky name has always enjoyed vast acceptance.

Cagiva Italia will be bringing us over for a week, along with representatives from *Dirt Bike*, *Dirt Rider*, and other mainstream publications.

NEAT NEW PRODUCTS

SWANK TANK



Acerbis has a large capacity plastic tank to fit the Suzuki DR/DR-S four strokes. The tank holds four gallons, comes with mounting hardware, petcock, gas cap and decals, and is available in white, yellow, or blue. The price is 164.95,

excluding shipping, local taxes.



BAJA SADDLE

Baja Off-Road Products offers a replacement seat for the Suzuki DR/DR-S that will increase comfort gimendously—it would be difficult to make a seat more uncomfortable than the stock saddle. Baja's seat uses a new foam insert, a non-slip cover, and uses the stock base. The price is \$131 for the kit, or \$161 installed on your base. Contact them at 25108 Marguerite Parkway #B-126, Mission Viejo, CA 92692; (714)830-6569.

YOKO PRO BUM BAG

There's another tool bag on the market, this one is the Pro Fanny Pack from Yoko. It looks like a good bag, with separate pockets for all your tools and a separate compartment for food, parts or a camera. There are also optional canteens and accessory pouches that will clip on the belt.

Styled to complement the new Evolution line of Yoko gear, the bag retails for around \$42. Contact Yoko at Interlink, 2689-C Citrus Road, Rancho Cordova CA 95742; (916)635-8000.

SLEEVE CATALOG

L.A. Sleeve is the major source for replacement cylinder sleeves, pistons, big bore kits and any number of top-end parts. They've got a new catalog out, too, available free to dealers everywhere. Get in touch with them at 8311 Chetle Avenue, Santa Fe Springs, CA 90670; (213)945-7578.



Do we see this as a conflict of interest, having the manufacturer pay our way in the interest of getting some editorial coverage? No, not at all. They have a product they want to show off, and they're serious enough about it to ask for our attention and feedback on how the bikes can be improved. We'd never be able to afford to get there on our own, so it gives us a very valuable opportunity to visit them on their own turf and see just how serious they really are. Other manufacturers used to do the same, but they've all stopped in recent years. Are they losing interest in the receding off-road market? I don't know; I only know that Husky isn't, so we'll send

you a postcard from Milano!

CZECHO NOISE

Acerbis sent us a note to brag that the KTM team, which will be 350 bikes strong (!) in Czechoslovakia, will all be using the Acerbis 035 plastic enduro silencer. KTM factory technicians determined through testing that the 035 was the only silencer that could meet the stringent ISDE sound tests without wrecking power or adding too much weight. Acerbis is so proud of this fact that they are going to offer support to any rider qualifying for the USA team, with a program on the 035 silencer. □

SUSPENSION CURE.

Reprint from *Dirt Bike Magazine*, June '91

Carlsbad Raceway, California, longtime site of the 500 USGP. The uphill. Monster whoopsa and wide-open downhill.

Not your everyday DR terrain, right? Wrong!

Gary Jones, riding a DR250 with a stone-stock motor, lines up on the gate for the second Old Timer Masters moto. The bike, says Jones, is "the slowest bike I've ever ridden." The gate drops and Jones starts working the pack. Alan Olson is leading on a '91

KX500. Jones catches him and starts looking for a place to pass. A lapper falls in front of Olson and Joes slips past for the lead. The uphill is so whooped-out and rough that Olson can't pass Jones back. The DR is handling so well that Jones holds Olson, riding a much, much faster bike, off for the moto win! No motor mods, no revalving, just a stock, 271-pound DR250.

Olson was not pleased, to say the least. Jones was jazzed, saying, "It was the best feeling I've ever had on a motorcycle, better than winning a National. The DR is the best-handling motorcycle I've ever ridden!"

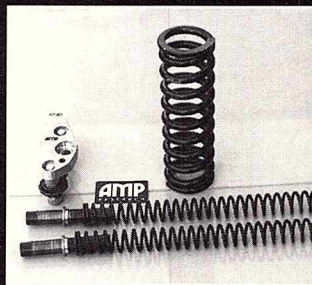
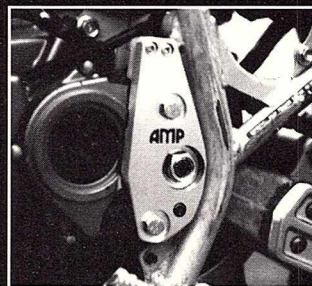
COULD IT BE.....SATAN? What hocus-pocus did AMP perform to our DR250? Would you believe springs and a

bolt-on AMP Link? That's it! Horst Leitner, the AMP wizard, changed a bike that nobody wanted to ride into one that can handle anything you can throw at it, without even changing the fork oil!

Horst took our DR for some experimentation. He almost doubled the spring rate on the stock shock, going from 240 to 420 pounds. He settled on a 26-pound rate for the forks, with less preload than stock. An ATV-style AMP chain-

torques eliminator was bolted-on to the DR, utilizing the stock chain. We were amazed at the difference in suspension action and handling with the AMP DR. Every trait we sneiveled about on the stocker disappeared. It no longer nosed into whoops. The front end never wanted to flop into corners and the rear end refused to chatter when braking on downhills. It seemed much lighter than it really is. We could pick whatever line we wanted-in mud, snow, loam, rocks or rain ruts--and the bike would hold that line. Hills that the stocker wouldn't

make it halfway up were conquered easily. The bike hooked up so well, in every situation we could find, that it became a joy to ride.



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NEW ENGLAND CHAMPIONSHIP

Flying through the woods again!

By Paul Clipper

Somers, CT 6/2

They say suspension is the thing that wins New England enduros, and I can't think of any better statement to describe the New England Championship enduro. Not to say that it's all bumpy—The Rams and Ramblers pride themselves on putting together one of the most



Top: Joe Morel took a third behind Malcolm in the Super Senior class. Right: Towards the end, all we wanted to do was avoid the rocks! Most trails were easy, though.

ridable enduros available on the NETRA schedule. The two clubs jointly sharing this event effort are mostly interested in putting on an "easy" run, but that is where the importance of suspension comes about.

Making an enduro an easy ride is a very difficult thing. If you make the whole event slow and simple, you wind up with two dozen people zeroing the course, and you have to order many duplicate Grand Champ trophies. Instead, most

trail bosses would choose between two other ways of doing it: making the tough sections nasty yet mercifully short, so that everyone lost time but didn't get beat to death; or make sure the riding was as easy and as open as possible, and sprinkle it with rough sections to scrub away the minutes.

The New England Championship follows the second formula. Just about anybody, short of a brand-new C rider on a junky bike, can ride this course and finish it. That's no problem; the trails are pretty simple and most of the woods riding is old, open cart roads. The difficult part comes if you're trying to win your class.

Actually, it's better to call it the scary part. In the three major tough sections, we were checked into the woods, right into a



"This isn't anything like California!" Malcolm Smith was impressed with the riding, but miffed that he wasn't better tuned to the terrain.



tight, nasty section that lasted a couple of miles. At the end of the tight stuff, we'd wind up on a cart road just a few minutes late. What do you do when you're late? You go as fast as you humanly can, and on these cart roads, the only thing that slows you down is raw fear.

It is really a thrill, to be way back in the woods and wailing down a rocky two-track that you know is completely empty, but if your bike starts bouncing around, you're going to slow down...either that or crash. On the other hand, if your suspension is perfect, you're going to make up time like a demon! The good guys know this...that's why they win!

The weather was perfect, though. You couldn't ask for a better day. In the morning it was cool, but when the sun came out it warmed right up, and the only place we really worked up a sweat was in Michelec's famed Laurel Labyrinth, home of the Connecticut State Hare Scrambles. The only thing appealing about this

section was the fact that all the laurel was in bloom, and the entire woods was a mass of pink and white flowers. But other than that the trail was just as rocky, cratered and root-covered as it's ever been! The last hundred yards of the section contained the also famous water crossing, only about two feet deep this year. The most maddening part of Michelec's is the knowledge that someone like Kevin Hines can probably come close to zeroing the section...although he didn't, rest assured.

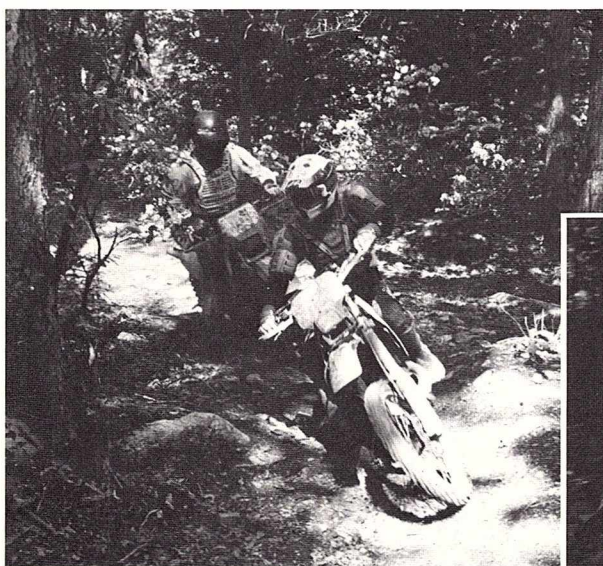
Speaking of Hines, he was on hand to ride the course, the first time he'd been on a motorcycle since his hip injury in March. Kevin rode well, as usual (I only saw him crash once!) but his six-point score wasn't good enough for the overall.

Kevin brought a friend along as well, and everybody at the Four Town Fairgrounds was surprised and delighted to see Malcolm Smith himself suited up and entered in the event. Bert Guerrette and KTM provided Malcolm a 250 EXC for the ride—Bert's own race bike—and Malcolm had a grand old time in the Connecticut woods. No, he didn't win the overall, but

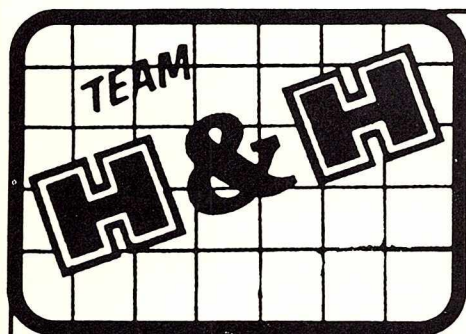
he rode well enough to finish second in the Super Senior class behind Don Burnett.

His ride wasn't without a little bit of culture shock, though. Being a dual resident of Califor-

nia and Colorado has him well-prepared for deserts and mountains, but New England isn't on his dance card too often these days. Malcolm pulled into the last check and hollered to me "Boy, Paul, this isn't anything like California!" which is just what *Trail Rider* has been trying to tell all those west coasties all these years, isn't it? "I haven't ridden in New England since the ISDT in '73, and I'm definitely not familiar with this terrain," he went on to say. "I'm going to have to brush up on my riding here!" Malcolm was staying in New England to



Top: Some of the trails were just plain fun. A lot of them come from the Snow Run, although without snow. Right: John Lombella rips through the rocks on the way to a second place in the B Light class.



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ride the Leon Dube turkey run the next weekend, and we'll have to make sure he comes back again, now that he's been properly introduced to New England enduros. Maybe next time he should try the Greylock?

KTM pilot Paul Milliken was the overall winner with a five-point loss, and he was followed up by a gang of sixes. Kevin Hines had a six to his credit, as did A Bantam rider Pat Royer, and AA class riders Kemp Stewart and Russ Stearns. Royer wound up with the High Point A award, then Kemp, Hines and Stearns finished in that

order in the AA class. Sam Fischer came out of the B Heavy class to take the High Point B trophy with 11 points lost, and C Light rider Mark Toth was the C class champion with only 23 points lost.

There were no injuries reported during the day, and it appears that everybody finished the event with a smile on their face. 240 riders had entered the New England Championship, and out of that they had 228 cards turned in. The lightest attendance was in the A Four Stroke class, where only Bob Dana competed, which

made me wish I had entered on my dual sport bike rather than the Husky 125. It would have finished, too! Trail Boss Jerry Shinnors did a good job, putting together a rideable course that still had a fair amount of rocks to keep you honest, and he certainly knows how to keep your main jet clean! State Forest troubles in Connecticut have all future enduros in limbo right now, but with luck and a new budget we'll see the New England Championship enduro again early next summer. If you ride it, you'll enjoy it—especially if you like to go fast! □

New England Championship Enduro Class Results			A Light			B Bantam			2. Nick Corwin			4. Mark Duffy		
			1. Steve Antoniou	KTM 8		1. Pete Tanner	KTM 15		3. Ron Courtemanche	KTM 31		5. Rich Okula	Kaw 32	
			2. Billy Dakai	Hon 9		2. Steve Hall	Kaw 15		4. Bruce Miller	KTM 34		C Light		
			3. Larry Pugrab	KTM 9		3. Jim Constantino	KTM 16		5. Gary Hartzell	KTM ck.10		1. Gary Ryan	Kaw 26	
Paul Milliken	KTM 5		4. Steve Formanek Jr.	KTM 10		4. David Coutts	Kaw 17		B Four Stroke			2. Art Pepin	KTM 31	
Grand Champion			5. Al Drane Jr.	KTM 10		5. Ed Bishop	Kaw 22		1. David Winans	Hus 16		3. Keith Niziankiewicz	Hus 32	
			A Heavy			B Light			2. Richard Fasoli	Suz 18		4. John Harbolis	Kaw 34	
Pat Royer	Yam 6		1. Eugene Sweetser	ATK 10		1. Dave Kelly	KTM 14		3. Dave Carlson	Hon 29		5. Len Hooper	KTM 34	
High Point A			2. Duncan Broatch	KTM 10		2. John Lombella	Suz 15		4. Tom Farley	Hon 30		C Heavy		
Sam Fischer	KTM 11		3. Guy Hill	KTM 11		3. Rick Bogli	Hon 18		5. Jim Boonstra	Hon 40		1. John Rosier	KTM 24	
High Point B			4. Fred Towslee	KTM 12		4. Alan Vetri	Cag 18		Super Senior			2. Jason Myers	KTM 28	
Mark Toth	Suz 23		5. Ken Crane	KTM 17		5. Chris Waitrun	KTM 18		1. Don Burnett	Yam 22		3. Dave Geller	KTM 29	
High Point C			A Veteran			B Heavy			2. Malcolm Smith	KTM 24		4. Edwin Lindsos	KTM 30	
			1. Max Parkes	KTM 9		1. D. Sziachetka	KTM 13		3. Joe Morel	Hus 28		5. David Bishop	KTM 32	
AA			2. Bob Ellis	KTM 10		2. Bill Martin	KTM 15		4. James Nash	KTM 41		C Veteran		
1. Kemp Stewart	Hus 6		3. Roger Rodrigue	Kaw 14		3. Bob Brownson	Hus 22		5. Frank Delray	Hon ck.3		1. Robert Kamay	Kaw 27	
2. Kevin Hines	Suz 6		4. Mark Jenks	KTM 17		4. Ted Wooding	Hus 24		C Four Stroke			2. Kevin Quick	Kaw 28	
3. Russ Stearns	KTM 6		5. Tom Vella	Hon 19		5. Ron DuPont	KTM 24		1. Kevin Jordon	Hon 31		3. Stephan Peloquin	KTM 29	
4. Kerry Clark	Hon 7		A Senior			B Veteran			2. Robert Kinney	Suz 34		4. Michael Furia	KTM 29	
5. Ron Stevens	KTM 10		1. Iv Witkop	KTM 8		1. Ken Davis	KTM 16		3. Scott Girard	Hon 43		5. Mike Dowling	Hus 31	
A Bantam			2. Al Zitta	KTM 11		2. Bob Poetsch	Kaw 20		4. Jeff Power	Hon 44		C Senior		
1. Bill Ainsworth	KTM 9		3. Jerry Randall	Hus 14		3. Steve Milliken	KTM 21		5. Rich Gagnon	Hon 50		1. Earl Weller	Kaw 39	
2. Kevin Howley	KTM 11		4. Denis Laliberte	Hus 18		4. Ken Robbins	Hus 25		C Bantam			2. Alan Ewald	Hon 48	
3. Todd Stevens	Kaw 13		5. Bill Johnson	Hon 20		5. Jeff Cote	KTM 27		1. Stephan Brown	Kaw 29		3. D. Cannistraro	Hus 54	
4. Paul Knowlton	Kaw 18		A Four Stroke			B Senior			2. Jim Royce	Kaw 30		4. David Verdetto	KTM 54	
5. Luis Colom	Kaw 19		1. Bob Dana	Hon 12		1. Bill Dakai	Kaw 16		3. Chris Cutter	Kaw 31		5. Bill Pupecki	Kaw 57	


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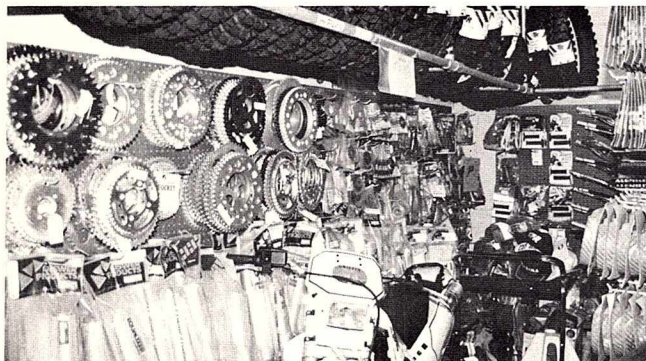
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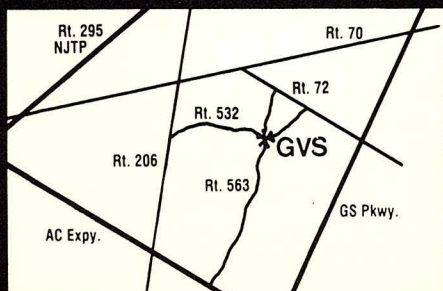
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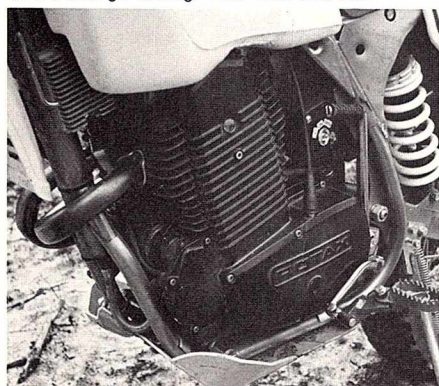
By the Trail Rider Staff

Chatsworth, NJ

When Griffin Vehicle Service, our local multi-line dealer, called up and said they had one of the ATK fuel-injected four strokes on hand, it only took a minute to drop the phone and ride out there. Rarely do you get to see something as exotic as an electronic fuel-injected, electric-start four-stroke dirt bike, and even more rarely does the bike turn out to be a demonstration model. Anticipating a ride, we wasted no time.

It lurked in the service shop when we got there, complete with tiny Lockhart turn signals, brake light and headlight, and a brand-new license plate on the rear. ATK sells this bike with all the basic equipment on board, and it's up to you to either get it through DMV or strip it down and go racing. This was Bob Grif-

fin's personal ride, so he figured on making a dual sport machine out of it. The ultimate dual sport!



For the 350cc powerplant, ATK is using a sleeved-down version of the venerable Rotax 604 four-stroke engine. It's a huge engine, no way around it; but when you turn on the gas, flick the key on, and then push a button to be greeted with the *burrooom! boom! boom!* of a happy four-stroke, you forget about the size. I think we'll find, in the coming years, that electric start will make you overlook a number of petty faults.

(If you don't think that electric start is going to start appearing on many more four-strokes in the very near future, you'd better open your eyes. We're on the verge of a "easier is more fun" revolution, and batteries and buttons are a lot easier than "starting routines" and unwieldy kickstart levers.)

The idle was a little balky with the engine cold, so we eased it out on the road and went through



Its lightweight, powerful, good handling and it has no carb. You really can't tell it's an EFI until you start noticing things like the ignition switch and electronics.

ings, and the suspension hardly settled on the road. This ATK doesn't give away anything to a competition bike, with full White Power components front and rear...and it *feels* like it.

The power delivery was very smooth; with no hiccupping or hesitation off idle that we've come to expect from performance four-strokes. As a matter of fact, we nearly forgot about the fuel injection system while we worked on getting comfortable on the bike. That's a good sign, though. It means that the EFI does its job without forcing you to modify the way you ride, and at least in *feel* it worked better than a lot of carbureted four-strokes we've ridden.

Smooth power, and a smooth ride from the Pirelli MT-17 street-legal knobbies. After a few miles of street, we pulled off and blasted around a sand pit for ten minutes or so. This was a good place to find a few limitations; first, that the MT-17s were not very good sand tires. They did a lot of spinning and slipping, but that's about what you'd have to expect from a dual purpose tire. Also, the bike seems stretched out a bit, and a little slow turning between the trees. Not objectionable, just a little like the old Huskys; slow turning and sure-footed.

The power was right there, though. None of the usual on-off throttle work you tend to do in tight woods had any negative effect on the EFI. Snap the throttle open, and it goes! No hesitation at all. You do notice the system when you stop and let the engine rpm drop to idle. The ATK quickly throttles down, and then drops to

a very low idle, thinks about it a split second, and then raises the idle to a normal level. Astro vans do the same thing. But they aren't great in the woods.

Another stretch of road and then a couple miles of sand whoopedos taught us a few more things. First, that the suspension on this bike is set up rather soft after all, in deference to the dual sport parts on the bike. Still, the ATK 350 is available in three different versions, so if you plan to hare scramble, MX or just trail ride it, you should be able to get dialed in on what you need. The MX suspension would be the only thing that could work right in the whoopedos, but we all know that already.

The second revelation was the horsepower. The ATK 350 is fun to ride, but it's not blessed with an overabundance of horsepower...just like every other 350 four-stroke. We have a 350 Suzuki that feels exactly the same: good, but it'd be nice if it was a 400. Still, this ATK was brand new, and when it gets 500 miles on it (at least) the engine should loosen up and get a lot peppier. If you try to compare it to the 604...well, there's no comparison. But, where the 604 would be great on the street, it is a definite handful in the woods. Get the 350 out of the sand and onto the dirt road and hills of New England, and it should be more fun than running around nekkid.

Yeah, and if we did a full test on this bike we could nit-pick any number of other things probably, but when you sling a leg over and hit that starter button, and listen to the low rumble of that smoothly-idling EFI engine, you know that there's no comparison. Without a carburetor you avoid all jetting hassles and elevation and weather troubles, and that's enough justification for us. The sooner we get rid of carburetors forever, the happier we're going to be, in our opinion.

We tried the bike out at Griffin Vehicle Service in Chatsworth, NJ, and as this is being written they were giving demo rides to interested customers. That's not a trivial thing; ATK sets the retail price of the 350 ES/EFI CC at \$7080, not including dealer prep, delivery, or tags and title. You'll have to have deep pockets to take delivery of one, but you'll be getting the most unique motorcycle available today, without a doubt.

It still remains to be seen how the EFI reacts to deep water or being upside-down on a hill, but after this first impression we'd take the chance. This bike would look real fine in the *Trail Rider* garage! □

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CURLY FERN ENDURO

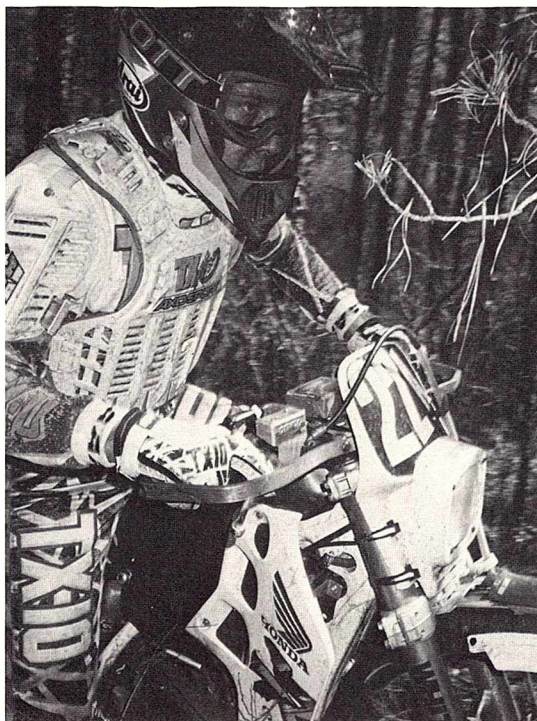
A trip through the Piney Car Wash

Indian Mills, NJ 4/7

We meet in a wheat field across from the Indian Mills Gun Club every year, just before the wheat really starts growing. I passed that field on the way to the BCFSC clean-up the other day, and it is full of two-foot tall winter wheat, or rye or whatever it is they grow. You could never tell that there had been an enduro there three weeks before.

And I can tell you for sure, it's the same way with the trails; especially the ones that are under water. Two days of good rain right before the Curly Fern pretty much ensured that there'd be little dust on the fire cuts and woods trails, and it also ensured that the "underwater road" would live up to its name once again.

The morning loop was about 40 miles of great, fun riding. Trail Boss Mark Larsen went out of his way to find the smoothest, newest fire cuts and best transition roads, and at the morning's moderate speeds it was a plain ball to buzz around through the woods. The trails held up okay, probably because of the wetness, but if you were riding on minute 60 you may have a completely different opinion of the course! Word got around in the morning that the wet section from two years ago had made it back in, and we all pretty much knew what to expect. Some, like Gene Jost, must have had nightmares about it, since two years ago he was having a fine day until he bobbed on the under-water road, and sucked in enough water to sink his KTM.



Kevin Bennett kept his engine singing and topped the field once again. After the first few races he switched bikes, and you'll now find him on an XR250 four-stroke.

It's only a two-track sand road, hemmed in on both sides by relatively thick brush. This road, however, was cut through a swamp a long time ago, and when it rains the road turns into a long ditch full of water. Now, it's a sand bottom, but very firm, since the water isn't coming up through the ground. If you get down into first gear and just motor through it with a couple fingers on the clutch for security, you'll just chug right through. Yeah, some of the spots are deep in the middle, but not so deep that you can't handle it.

The trouble is, most guys don't know this, and they hit these water holes in second, with the throttle wide open, and by the time they make it out the other side they've cut a trench right down the middle of the road. All it takes is four riders doing that—especially Open bikes—and the deep puddle has suddenly turned into a bike trap. And that's what happened this

year. We rode through on minute one, and although the water was deep in spots, the bottom felt fine and we zeroed the check on the other side with ease. Not everybody had the same story, though.

Peter Ruggiero, of the Rhody Rovers came through on a late number and described a scene of horror. Even Dale Freitas, from Meteor, who was riding on minute three, took a dip and had to do the upside-down pump on his Husky. Of course Dale may have done it just for all the cheers he got from riders passing, but the waterhole was just a matter of luck for most riders...and skill at going around them.

The afternoon loop was a chance to remember what South Jersey is really like. Larsen found all the whoopededos you could ever want, and even the first minute got their share of rockers. As the mercury went up above 75 degrees in the afternoon we all got a chance to sweat for the first time all winter, and most folks were glad to see the finish.

Kevin "No Surprise" Bennett came out and took the overall honors, riding like the wind as usual. Bennett has been concentrating on the AMA nationals this year, and his schedule will definitely throw a kink in any bid for the ECEA overall again, but he wins 'em when he can. Kevin dropped eight points at the Curly Fern, leaving him two points better than anyone else.

Second place overall went to Mike McHale, who is having a great year, all things consid-



Left: John Roeske muscles his way through a stick farm. Right: Ken Long powering through the sand.



ered. "Superbike" Mike dropped ten points on his KTM 300, and he was followed by a raft of riders sporting tens: Bob Bennett, riding a Honda four-stroke; Chris Puff, who also took High Point A on his Kawasaki; Bill Atkinson, who rode a Honda to the A250 win; and Dale

Hiles Jr., winner of the A125 class. John Walters won the High Point B award for his 16-point ride on a Suzuki, and John Schoener was the High Point C winner, dropping 30 points on his Yamaha.

The South Jersey Enduro Riders dedicated

this year's run to the memory of Bob Erickson, a club member who passed away late last year. SJER member Tim Miller started the run on minute 1A wearing Bob's riding colors; a fitting memorial to a true enduro enthusiast. □

Curly Fern Enduro		5. Robert Mohn	28 Kaw	4. Ed Baker	65 Hon	3. Wayne Fontanazza	25 KTM	2. Ed Sohayda	48 Kaw
Class Results		A 250		5. Jay Shunk	146 Kaw	4. Rodman Rodgers	28 KTM	3. John Neifert	52 Kaw
Kevin Bennett	8 Hon	1. Bill Atkinson	10 Hon	A Veteran		5. Mike Campbell	28 KTM	4. Bryan Bitzer	54 Kaw
Grand Champion		2. Eric Koeller	14 KTM	1. Brad Little	13 Hon	B Four Stroke		5. Dennis Gath	66 Kaw
Chris Puff	10 Kaw	3. Mike Lafferty	15 KTM	2. Jeff Rosenberg	13 Hon	1. Eric Nijkamp	24 Hon	C 250	
High Point A		4. Len Rehatchek Jr.	16 Kaw	3. Hank Stankiewicz	13 Suz	2. Randy Ferman	33 Hus	1. Bill Maco	31 Kaw
John Walters	16 Suz	5. Carlo Gauardo	17 Kaw	4. Cliff Tenney	17 Yam	3. Don Testerman	34 Suz	2. Todd Bailey	33 Hon
High Point B		A Open		5. Rich Heins	19 Suz	4. Robert Provost	36 Hon	3. Ken Law	33 Suz
John Schoener	30 Yam	1. Keith McIntyre	14 KTM	B 125		5. Steve Speak	39 Hon	4. Mike Armbruster	35 Kaw
High Point C		2. Tony Tomasello	14 KTM	1. Skip Montana	24 Suz	B Senior		5. John Harbolic	37 Kaw
AA		3. Michael Moore	15 KTM	2. Eric Pirie	24 Hon	1. Mike Collins Sr.	25 Kaw	C Open	
1. Mike McHale	10 KTM	4. Tony Recchia	15 Hus	3. Richard Pecile	33 KTM	2. Thomas March	26 Yam	1. Kevin McCarthy	31 KTM
2. Bob Bennett	10 Hon	5. Rich Marcinkewicz	15 Hus	4. Craig Sheigo	38 KTM	3. Lawrence Cullett	33 Suz	2. Mitch Brown	36 Kaw
3. Drew Smith	10 Suz	A Four Stroke		5. Milt Catts	188 Kaw	4. Robert Darpino	34 Suz	3. Mark Venanzi	38 KTM
4. Jack Lafferty Jr.	37 KTM	1. John Smith	13 Hon	B 200		5. John Storck	39 Kaw	4. Mike Furia	38 KTM
Women		2. Steve Chapkovich	17 Hon	1. Tim Steese	23 Kaw	B Super Senior		5. Thomas Shanne	40 KTM
1. Linda Luhn	35 Suz	3. John Cushing	17 Hon	2. M. Dean Spencer	27 Kaw	1. Joseph Springer	194 Hus	C Four Stroke	
2. Kathi Cambell	52 Kaw	4. Gary Noble	19 Hon	3. Steve Reed	29 Kaw	2. Frank Todash	ck.8	1. James Boonstra	53 Hon
A 125		5. Mark Young	20 Hon	4. Rich Lorensen	29 Kaw	3. Herb Phillips	ck.6	2. John Paoli	61 Hon
1. Dale Hiles	10 Suz	A Senior		5. Tim Shepps	30 Kaw	4. Mike Little	ck.6	3. Paul Blackwell	62 Hus
2. Steve Hodgson	14 Kaw	1. Scott Wolf	15 Suz	B 250		5. Glenn Turner	ck.5	4. Steve Trenholm	63 Suz
3. Lou Camburn	16 KTM	2. Wick Wickline	18 Suz	1. John Stachowski	19 KTM	B Super Senior		5. Tony Lampton	63
4. Peter Ruggiero	18 KTM	3. Earl Gullestad	21 KTM	2. Tim Thigpen	19 KTM	1. Kevin Kuenzner	20	Teams	
5. Perry Hodges	18 Kaw	4. Rich Tompkins	23 KTM	3. Marc Grossman	22 Kaw	2. W. Howard Moudy	24 KTM	1. Team Hammer Too	78
A 200		5. John Palumbo	24 Yam	4. Rob Aldakimov	23 Kaw	3. Ken Quillen	24 Suz	2. CJCR Bad	104
1. Ed Hamilton	18 Kaw	A Super Senior		5. Dwayne Shirk	26 Yam	4. J. Gilfillan	27 KTM	3. CDR Bees	119
2. Scott Wolcott	20 Kaw	1. Charles Stapleford	20 Kaw	B Open		5. Mark Van Driel	34 KTM	4. DER #2	137
3. Dale Waxmunski	22 Kaw	2. Dan Van Driel	53 Kaw	1. Daron Elseroad	17 KTM	C 200		5. CJCR My Day	145
4. Chris Nolan	26 Kaw	3. Wolfgang Kruse	63 Hon	2. Ken Poemer	19 KTM	1. Frank Sweigart	38 Yam		

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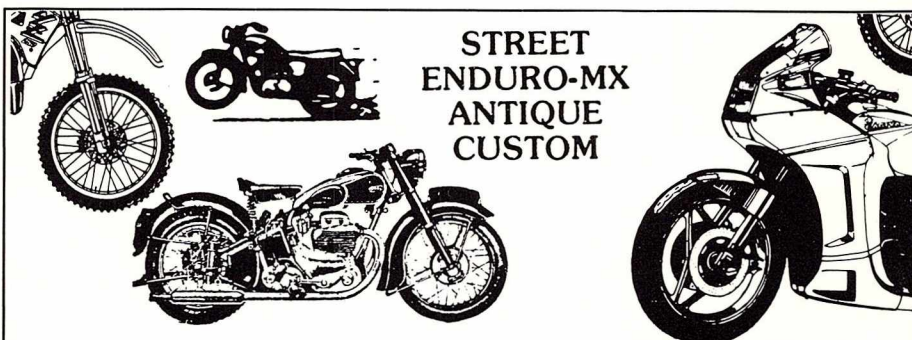
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Pine Hill Enduro

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New Lisbon, NJ 4/21

We didn't think we'd get to the Pine Hill enduro this year, but having a monsoon postpone the NETRA John Monahan enduro opened up a hole in our schedule and allowed us to take in an extra run. Trouble was, at 6:30 Sunday morning we were on the edge of Cape Cod, and

generally stayed alive through eight hours of fighting traffic that was surly and mean because everyone had had their weekend ruined. In the end, we arrived at the Pine Hill enduro just in time for trophy presentation in Lebanon State Forest...which, by the way, is 20 minutes from our office, in the worst of weather.

Ah well, we wouldn't do this if we didn't love it to death!

We were just in time to witness CJCR President Bob Agonis present a plaque to Superintendent Bethmann of Lebanon State Forest, in appreciation of the Forest's cooperation with the club for the past number of years, and commemorating the 25th Anniversary of the event. Bethmann was surprised and delighted, so surprised that, as you can see by the photos, he hadn't a chance to dress for the occasion!

Of course, neither did Bob!

The next person to be celebrated was Charley Stapleford, ECEA's Referee and well known to every enduro rider on the east coast, if not the world. Charley received a plaque reminding him that he had attended the Pine Hill enduro every year, faithfully, for the past 25 years. Quite a record; and by proclamation of the club

his entry fee for the next 25 years is waived, which will certainly guarantee his attendance in the future!

After that, they got down to the more normal business of handing out the awards, but we have less pictures of that, mainly because a number of the top finishers had already left. You missed the shots, guys, and you didn't even have that far to go! I stood and talked to Rich and Patty Lorensen for quite a while, as they waited out the trophies, and they had to drive all the way back to Rhode Island that night. I filled them in on the weather.



Jack Lafferty Jr. won the overall, and accepted his huge trophy from Bob Agonis of CJCR.

Mother Nature was spraying us with all she had!

The things we go through in this business. The van was duly pointed in a southwesterly direction and we sloshed off, through a virtual hurricane. After stopping to visit Kevin Hines, who was recovering from his hip injury, we braved the coasts of Rhode Island and Connecticut, survived the New York traffic, and



Bob Agonis presents a plaque to Superintendent Bethmann of Lebanon State Forest in appreciation of years of cooperation.

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Sept. 8: **Thunder Ridge** c/o Jim Simmons, RD 1 Box 9B, New Berlin NY 13411. Loc: S. Edmeston, NY.

Sept. 29: **Frozen Ocean** c/o Tom Denman, RD 4 Box A107, Moravia NY 13118 (315)784-5473. Loc: Moravia, NY.

Oct. 27: **Thunder Ridge** Square Deal Riders, c/o Jim Mitrowitz, Box 115B RD 1 Allen Road, Port Crane, NY 13833. Loc: S. Edmeston, NY.

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JUN: Father's Day Copper Canyon Trail Ride Dep. El Paso, TX. Sunday 16th—Ret. Saturday 22nd

JUL: Monterrey Sierra Madre Road Tour Dep. Laredo, TX. Monday 1st—Return July 5th

AUG: OPEN FOR CUSTOM GROUP OR CLUB RIDE. CALL FOR INFORMATION.

SEP: Copper Canyon Labor Day Trail Ride Dep. El Paso, TX. Sunday 1st—Ret. Saturday 7th

CHOOSE YOUR ADVENTURE AND LET'S GO SOUTH!

Anyhow, Jack Lafferty Jr., ECEA's favorite son, took the overall with a two-point lead over four-stroker Bob Bennett, and took home a pair of Yokohama tires and yet another Grand

Champ trophy. Did you ever wonder if he keeps them all? How many do you think he has?

Jim Franks was the High Point A winner, and it's about time. John Walter was the High Point



Charlie Stapleford has entered the Pine Hill for the last 25 years straight, and accepted a plaque in commemoration.

B winner, and there were a slew of class award winners who are noted elsewhere on these pages.

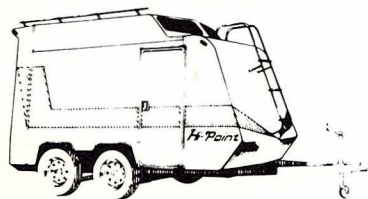
Twenty-five years. I know we have a few enduros that have been around longer, and that we celebrated the 50th Sandy Lane a few years ago, but 25 years is still a lot of time and hard work to a group of volunteers who take time off work and family to keep this sport going. Thanks, Central Jersey. We hope you can do it for another 25 years. □

Pine Hill Enduro Class Results		4. Roger Kelly Jr. 12	1. Craig Shenigo 14	B Super	
Grand Champion		5. Russell Hancock 12	2. Skip Montana 14	1. Herb Phillips 137	
Hi Point A		A Open	3. Burnett H Wilson III 18	2. John A. Rainey 226	
Jack Lafferty, Jr. 6		1. Anthony Tomasello 10	4. Scott Taylor 20	B Veteran	
James Franks 8		2. Keith Mc Intyre 10	B 200	1. James R. Reynolds 13	
Hi Point B		3. Chris Salin 12	1. Richard Lorenson 14	2. Ken Quillen 13	
John Walter 12		4. Toney Recchia 13	2. Steve Reed 15	3. Mark Van Driel 14	
		5. Richard Marcinkewicz 13	3. John Sastaldi 15	4. Howard Moudy 14	
Teams		A Senior	4. Tim Steese 15	5. Bill Sharp 15	
1. Meteor #1		1. Richard Tompkins 12	5. John A Di Obilda 17	C 200	
2. DER #1		2. Dave Shirey 14	B 250	1. Allen Tozer, Jr. 17	
3. Meteor #3		3. Richard Trader 14	1. William F. Severe 15	2. Daniel E. Compton 32	
4. Team Hammer Too		4. Jack Lafferty Sr. 20	2. Wayne Lawrence 15	3. Frank J. Sweigart 34	
5. Meteor #2		5. Gene Jost 22	3. Rob Aldakimov 15	4. Scott Ashway 36	
A125		A Super	4. Jeffrey Borsford 16	5. Al Walton 42	
1. Dale Hiles, Jr. 10		1. Dan Van Driel 23	5. John Stachowski 17	C 250	
2. Lou Camburn 10		2. Joseph D. Galie 38	B 350	1. Ed O'Flynn 19	
3. Mike Collins, Jr. 11		3. Len Rehatchek, Sr. 43	B 4-Stroke	2. Daniel Crockett 22	
4. Steve Aretz 13		4. Charles Stapleford, Jr. 131	1. Robert Provost 14	3. Kenneth Law 26	
5. Perry Hodges 13		A Veteran	2. Terry L. Weber 22	4. Kito Hausman 27	
A200		1. John K. Roeske 11	3. Don Testerman, Jr. 23	5. Byron Culbertson 28	
1. Dale Waxmunski 11		2. Ken Long 12	4. Randy Furman 24	C 4-Stroke	
2. Chris Puff 12		3. Bill Atherholt 13	5. Steve Speak 25	1. Alan Wolfe 36	
3. Ed Hamilton 12		4. Lloyd E. Gottshall 14	B Open	2. Hank Mc Curdy 38	
4. Chris Ellis 14		5. Mark J. Marcin 14	1. Daron Elseroad 13	3. Jon Russo 42	
5. Scott Wolcott 15		AA	2. Eric L. Weaver 14	4. M. Paul Blackwell 45	
A250		1. Bob Bennett 8	3. Cris Garber 15	5. James Boonstra 47	
1. Bill Atkinson 10		2. Mike McHale 10	4. Thomas Wheeler 22	C Open	
2. Kevin Dufy 14		3. Ken Yankowski 16	5. Bob Mc Killips 23	1. Herbert Zachav 17	
3. Bob Jones 19		Vintage	B Senior	2. Tom Thomas 33	
4. Len Rehatchek, Jr. 31		1. Joe Adamitis 62	1. Richard Meeker, Sr. 18	3. Tom Schanne 36	
A 4-Stroke		2. Mitchell Sheitelman 90	2. Robert K. Darpino 27	4. Ken Cazzille 47	
1. John Smith 10		Women	3. Lawrence E. Curlett 27	5. Sean Mc Bride 55	
2. Richard Stuart 10		1. Linda Luhn 71	4. Mike Vanovich 28		
3. John H. Cushing 11		B 125	5. Bruce J. Pfister 73		

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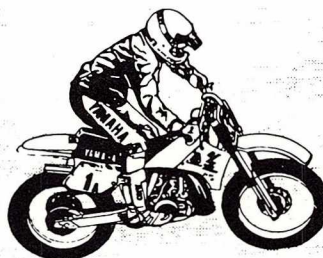
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THE HUMAN FACTOR

Winning races takes more than just being able to ride your bike

by Dan Anderson

What would happen if, the night before a race, you changed the jetting in your bike's carb, radically altered the gas-to-oil ratio in your premix, and drained ten millimeters of oil out of the front forks? Then, the next morning, imagine what would happen if you wheeled the bike to the line and didn't start it, warm it up, or even test ride it until the flag dropped.

Even the most brain-dead off road rider knows that race day is not the time to make changes in the way you set-up and maintain

helping off road motorcycle racers tune their bodies to match the mechanical perfection of their machines. He is a licensed chiropractor and holds Bachelor's and Master's degrees from USC in Exercise Physiology. He has developed fitness and training programs for Rick Johnson, Bob Hannah, Jeff Stanton, and Jeff Ward, and consults with nearly all the national motocross teams on a regular basis. From his experiences of working with the pros he is able to offer suggestions to help top amateur riders maximize their performance, and also help minimize those Monday morning aches and pains for those of us who just hope to survive a race.

NO SHORTCUTS...EXERCISE IS THE ANSWER

Whether trying to maximize performance or minimize pain, Dr. Spencer feels the first step is a regular, consistent training program. "The important thing," says Spencer, "is to put in as much time training as possible. It's more important to be consistent in your training over a long period of time than to work out real hard for just the week prior to a race." Spencer recommends a three-fold training program to increase endurance, flexibility, and strength.

ENDURANCE: Endurance is based on cardiopulmonary efficiency, and any form of exercise that raises the heart rate for more than twenty minutes can increase a body's endurance. Running, bicycling, swimming, and even power walking are all good ways to build stamina. Beyond reducing the agony of exhaustion, Spencer says that improved stamina can also reduce injuries. "Being fit reduces fatigue, and everybody knows that tired riders crash

more often."

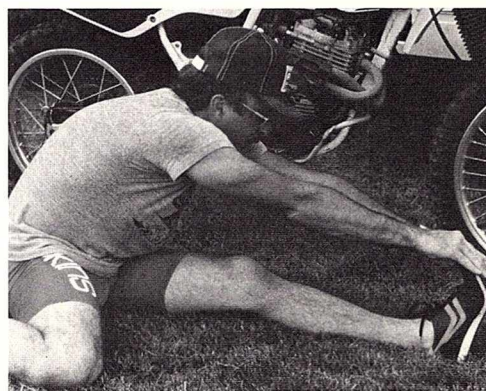
FLEXIBILITY: Flexibility, the second phase of Spencer's program, is improved by regular stretching exercises. Many riders take time to stretch before a race, but Spencer says that that is not enough. "Stretching is not just for race day. You can't develop flexibility in one fifteen minute stretching exercise before a race. You develop flexibility by following a regular stretching program. I suggest stretching for ten to fifteen minutes a day, possibly just before



This Dali-esque shot is to illustrate the taping process, something young riders do to prevent injury, and old riders do to stay in one piece.

your bike. Yet every weekend hundreds, nay, thousands, of dirt riders subject their bodies to abuse they would never dream of inflicting on their bikes. Some do it out of ignorance, while others do it with good intentions, but whatever their reasons, they end up on the starting line with a fine-tuned bike and an un-tuned body.



Dr. Jeff Spencer has made a profession of



Stretching is something we should all do to stay limber and prevent muscle soreness. Stretching before a ride is good, but it's best before bed.

going to bed."

STRENGTH: Strength is almost a by-product of the first two phases of a good conditioning program. Many exercises that increase endurance will also benefit strength, and flexibility exercises allow muscles to develop their full potential. Additional strength training in the form of weight lifting should focus on lighter weights and more repetitions rather than heavy



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ier weights and fewer reps (Think about it...what will you be doing more often in a race...pressing your bike over your head in a clean and jerk, or pulling up on the bars slightly as you accelerate to jump a log?).

DIET—UNFORTUNATELY, YOU ARE WHAT YOU EAT

The other component of Spencer's ideal conditioning program is diet. Many athletes follow complicated dining strategies in the days preceding competition, "hydrating" their bodies with fluids and eating lots of pasta to "load" their bodies with carbohydrates. Spencer feels they are defeating all their previous efforts to maximize performance. "Changing your diet just prior to a race is like changing the ratio of your premix or switching jets on your bike." He explains that the human body thrives on consistency, and altering the type or quantity of diet can dramatically affect performance.

"If you stick to a diet high in complex carbohydrates like fruits, grains, and vegetables you can't go wrong," says Spencer. "The only thing I might do different the day before a race would be to eat smaller portions more frequently to make sure I had plenty of energy digested and stored."

He says the idea of eating a big meal the night before a race, or a big breakfast the day of a race, is wrong. "It takes a lot of time and energy for your body to digest a big meal. Time-wise, it can take up to twelve hours, and energy-wise, well, if big meals are supposed to enhance performance, why do we feel slow and sleepy for twenty four hours after a big Thanksgiving



It is important to stay hydrated during a race, and liquid carrying devices like the Camelback and Link back bottles are most efficient.

dinner?"

Another frequently touted pre-race strategy is to eat a candy bar to provide instant energy. Wrong, says Spencer. "Candy can give you a burst of energy, but it can also alter your blood sugar level, cause a mild insulin reaction, and lead to an actual decrease in a person's energy level."

Spencer also has his doubts about the value of eating aspirin before a race. "While taking

aspirin before a race may reduce forearm pump-up and decrease overall body sensitivity during and after competition, in my opinion it's just a sign that the racer hasn't been using a proper long-term conditioning program. Aspirin will not make up for a lack of conditioning."

WARM UP YOUR BODY BEFORE YOU WARM UP YOUR BIKE

Even if a rider has been on a well-designed conditioning program and carefully structured diet in preparation for a race, Spencer recommends a complete warm-up before straddling the bike on race day. "A rider needs to get full body circulation going before he even thinks about starting a race. I recommend riding a mountain bike, doing exercises, running...anything to get a good sweat going. Look at professional boxers. They're dripping sweat before they even enter the ring."

Spencer says that riders who say they don't ride well until the second loop or lap may simply be taking that long to get their body completely warmed up. A little exercise before the race might have them at second loop speed right off the starting line.

A final preparation before heading for the starting line is to tape and brace. "When it comes to taping and bracing," says Spencer, "prepare for the 'worst case' scenario. Many times the difference between a twisted ankle and a broken ankle is the stability of the joint. Taping or bracing both work to increase joint stability. Whether you're talking about wrapping ankles and wrists or wearing a knee brace, it's my opinion that a rider should look to

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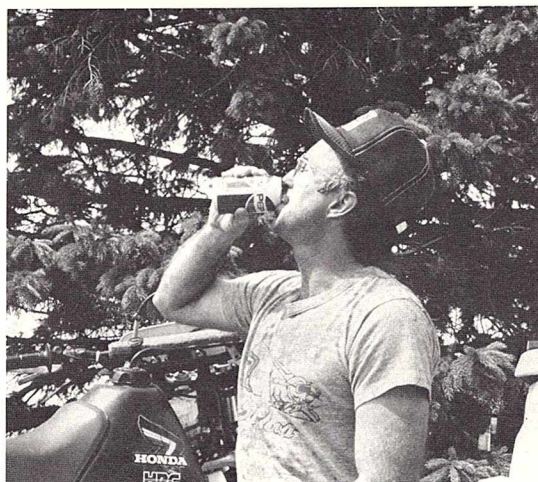
TREAT YOUR BODY RIGHT DURING A RACE

Many enduro and hare scrambles riders have begun wearing a water bottle so they can sip fluids during a race. Some like to drink Exceed or other performance drinks. Spencer recommends diluting these drinks by fifty percent with water to avoid cramps and upset stomach. "Full strength, there's too much stuff in these drinks for your body to handle during intense exercise." His second choice for mid-race drinks would be plain old water, with sport drinks like Gatorade a distant third. "All the sugar and salt in sport drinks needs to be diluted with water if you're going to be drinking them during competition," he warns, "or else you're looking at cramps and nausea again."

DON'T NEGLECT YOUR BODY'S NEEDS AFTER A RACE

Spencer's program for peak performance also includes some post-race strategy. "After a race your body needs to quickly replace carbohydrate reserves. I tell my clients to eat or drink something high in carbohydrates within fifteen minutes of the end of a race. I recommend Exceed High Carbohydrate Source in a liquid solution, but a bowl of cereal could accomplish the same basic goal."

Which opens the door for those riders who swear by the regenerative value of a couple cans of beer after a hard race. Spencer is skeptical of the medicinal value of hops. "If you want to drink beer after a race because it tastes good,



Carbonated drinks and beer may taste great after a ride, but your body doesn't like all the sugar, salts and gas. Water or an electrolyte-replacement drink is best.

fine, but don't mislead yourself and think you're doing yourself some nutritional good by popping a few tops."

(And as for the popular dietary strategy of swilling large quantities of beer the night before a race, the astute reader will notice that this strategy was completely ignored earlier in the article when pre-race diets were being discussed. If you think even a slight hangover enhances your race performance, you've probably hit a few too many trees without the benefit

of a helmet, and a lecture about the value of pre-race temperance will just be a waste of ink, so we aren't going to do it, even though we just did.)

WHEN, NOT IF, YOU CRASH...

As the disclaimer on the third page of this magazine cleverly states, eventually your motorcycle *will* bite you. Spencer says that sprains and possible broken bones should be iced and examined by a qualified physician as soon as possible. Injuries should be immobilized, kept iced, and kept elevated for 48 hours. After 48 hours, if swelling is going down, moderate heat can be applied to increase circulation and encourage healing.

Discounting the occasional inevitable crash, Spencer says that Monday mornings after races need not be painful. "The amount of discomfort after a race is pretty much inversely proportional to the amount of conditioning the rider did before the race. The more conditioning, the less pain. It's a pretty simple formula."

PAIN DOESN'T HAVE TO BE PART OF RACING

While most dirt riders consider themselves pretty macho guys, few actually look forward to pain. According to Dr. Spencer, a consistent, healthy diet and a regular conditioning program can help reduce the pain of competition and improve rider performance. When you consider that push-ups and sit-ups are free, his advice may be the cheapest go-fast option a rider can buy.



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Hurricane Mountain Juniors

Taking the "shop 'til you drop" tour of New Hampshire

By Terri Ciocci

North Conway, NH 5/12

Ah, Mother's Day! The one day out of the year we get to sit back and let our family wait on us. I can't wait...." That was the conversation I overheard as I was standing in the slow moving, no more than 10 items lane, with my six packs of soda and quarts of Gatorade.

We were about to leave for the shopping mecca of the northeast, North Conway, New Hampshire, for the first ride of the NETRA Championship Hare Scrambles series. Mothers with visions of sons and daughters gathered

around the Sunday dinner table would not be found among this group of riding enthusiasts.

We arrived the day before the event and shopped 'til we dropped. Trying to take advantage of all the "deals," stretching our shrinking dollar in anticipation of the bike parts that would need replacing this season.

We made a quick stop at the start area to see who had arrived and to get some idea of the changes, if any, that the club had made to last year's course. It was then that we learned this was to be a short ride for the Minis and Juniors. A little over 4 miles to a lap and only five laps. We were told the course was somewhat different than last year in an effort to

Dan Plourde was the top finisher in the Junior class, after a battle with Craig Volkommer and John Cahill at the start.



Tim Cahill parts the waters. It wasn't too bad for the Junior races, but when the senior riders started the conditions deteriorated rapidly.

keep down the speed. But, we were assured it would be a great ride.

After depositing our discount sneakers and bargain baggies at a local motel we headed downtown for a great meal at one of the restaurants. This was followed by a rousing round of

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miniature golf where we followed several other riders around the challenging course. Questions about the course and bikes were the topic of the evening. I think the most-played game that evening at the video center was Enduro Rider.

The race day weather prediction was for sun

and more sun and that's what we got. For the second year in a row the weather cooperated and the riders and shoppers were grateful.

Sunday morning arrived and the games were about to begin. The Junior riders this year are the eight year olds that I have watched over the past six years grow to be heads taller than me

and most of whom I consider to be part of my extended family. I have stacks of photos of these talented, determined riders, taken on trails all over New England.

I positioned myself in the first corner of the start, with my camera ready for a shot of the first rider into the sharp left leading to the

NETRA Hare Scrambles Round 1

Hurricane Mountain

No stoppers?

By Alan Rustici

North Conway, NH 5/12

North Conway was a great place to be on Mother's Day if you wanted to go shopping, ski the last of the snow at Tuckerman's Ravine, or abuse mind, body, and machine at the Hurricane Mountain hare scramble.

I should state at the outset of this that I have a bias. I don't much like hare scrambles, being more of an enduro kind of a guy. I do enter the occasional scramble though, if it's close by or if I haven't raced for a while. In this case the reason was that the New Hampshire event had come highly recommended by a friend of mine who had ridden it the year before. He had a great time on the fast, wide open course, and made it sound like too much fun to miss out on this year. My enthusiasm was further bolstered by the full page ad in NETRA News, and the words "no stoppers" and "bridges over all the deep spots" right there in bold print. It would, I thought, be a fun weekend. I would take in the fantastic scenery of the White Mountains, ride a few fast laps, and start the new racing season.

I got my first inclination that things might be a little different than billed when the "new trail" sections kept getting mentioned by people around the sign up table. "New trail?" I thought, "I wonder how much new trail? Hmmmm. I wonder what kind of new trail?" Having some time to kill, I strolled into Northbound Honda, the shop the sponsoring club rides out of, which was located adjacent to the race property. It was early, and the only other person in there was a lone member of the club. I asked him about the course.

"It should be great, we cut a lot of new trail this year." There were those words again.

"So is it going to be like last year?" I asked, "I heard it was pretty fast."

"Oh don't worry," he replied. "There'll be plenty of tight stuff."

I wasn't worried.

Or rather, I was becoming worried. "Just as long as it isn't muddy," I thought, "it should still be fun."

As it turned out, it was muddy. Not too bad on the first lap mind you,

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woods. As usual, my heart was in my throat (you know how mothers are).

The horn blew and the first rider in my camera was Craig Volkommer taking the inside line and John Cahill at the far outside. Craig and John were followed close behind by Dan Plourde,

Kris Mooney, Tim Cahill and Paul Rose. Though the club members had worked hard watering the course down the view was instantly blurred with a cloud of dust. The Minis were off with the same determined fury, with Josh McLevy and Adam Clarke showing the pack the way to the woods.

but by lap two things were starting to get chewed up a bit, and I observed a fair number of dug in and stuck bikes as I made my way around. I pitted for gas after two laps (the race lasted four—two for novices) and mentioned to my girlfriend that if I were smart I'd call it a day because things were getting a little ugly out there.

"Do you want to come in?" she asked.

"No, I'll press on."

I tend to get stubborn at these things.

The third lap was grim. There were now enough bikes stuck in every mudhole to make me look for the loooong way around each one. (Remember the ad? "No stoppers." There were about six of them.) A couple of guys passed me during that loop, which had me hoping I was being lapped so this would be over soon, but it was no such luck as I rolled through the barrels.

"One more lap!"

Great.

I can best describe lap four as "the dirt bike graveyard." It was indeed a pitiable scene of stuck bikes and exhausted riders. Some were still pushing, others resting (passed out?) in the shade of the trees. About three quarters of the way around I stopped in front of a mudhole to pick a safe line. There was a thoroughly entrenched KX125 to my right. A tired looking gentleman gazed up at me from behind the bike. It was my friend who told me about the race! It seems he wasn't having quite so much fun this year, having run out of gas, gotten stuck, and fouled a plug. I gave him my spare NGK—he had traded his for some gas—and wished him luck. I didn't think it was a good time to remind him of recommending this event.

As the riders were disappearing along the wide woods road that led to the first and only mud hole, camera in hand, I headed for the pits. Here anxious parents and friends waited for the first rider to come through. With all the experience of the competitors it was anyone's guess who would be the first to show.

The sound first heard was Dan Plourde's 250 KTM and Kris Mooney right behind on his Kawasaki 125. Kris came to this event fresh from motocross camp. The configuration of this course with its



Josh McLevy topped the Mini class at Hurricane mountain. Josh has been filling in time with motocross racing, and the experience helps.

whoops and berms was an excellent place to test his motocross training.

Next by was Tim Cahill on his Suzuki 125. Cycle Dynamics and White Brothers-sponsored rider Paul Rose was close enough to smell his exhaust, riding a KTM 125. This order held until the very end when Tim's front tire caught a log and Paul took the barrels in third.

By now, the faster Minis were overtaking the

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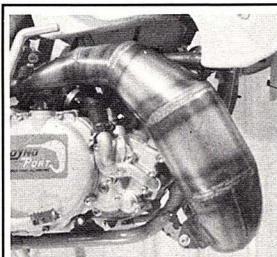
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slower Juniors and I had a photo moment with Josh McLevy as he hit the stream crossing by the pit area. Josh, too, has been regularly riding the motocross circuit. He was enjoying a good lead on his Kawasaki over Adam Clarke, astride a Honda. Josh had no difficulty with the rest of the event claiming his first ever trophy in a hare scramble. As Adam headed back to the pits with second place under his belt he was only disappointed that the event was so short.

The crowd was treated to some excellent spectator points. Their enthusiasm was evident

as they cheered the riders along the course.

As these friendly adversaries swapped stories of course conditions, which they all seemed to find favorable, we packed up for the long trek home.

Our trip was lengthened slightly by taking the spectacular Kancamagus Highway, well worth the detour. Ah, Mother's Day. I can't wait 'til next year... □

Dan Plourde again, squaring off a turn near the pits. Dan Looks big enough to give the senior boys some trouble next season!

Anyway, to make a long story short, I rode my bike out of the woods that day without being pulled out by the sweepers, and a lot of people didn't. A small thing, but a victory of sorts nonetheless. I may have even finished semi-well. You see, I don't really know, because when I came through the barrels for the fourth time there was nobody there. Correction: my girlfriend was there, God bless her. She told me how the scorers had just left, commenting, apparently, on what a long day it had been.

Long indeed.

My lap times had been about fifty minutes. The last lap took ten minutes longer. A little too long, it would seem, for the scoring crew.

The Hurricane Mountain hare scramble was a tough event, which is a matter of taste, and, perhaps, ego.

It was a long event, which, I suppose, is a

matter of judgment. (The judgment in this case was somewhat suspect, I heard of one unfortunate soul who seized his motor on the first lap - it was five hours before he came off the course.)

It was arguably a somewhat misrepresented event.

It was also, in the case of the unattended barrels, a poorly organized event. And that, for myself and the many people that came off the course after me, was unfortunate.

I don't think I'll be going back next year.

Postscript

My friend, incidentally, was able to extricate himself with the aid of my spark plug and two members of the sweep crew. The next night, in the comfort of his living room, we were able to laugh about it. □




Hurricane Junior Hare Scrambles Final Results Juniors

1. Dan Plourde
2. Kris Mooney
3. Paul Rose
4. Tim Cahill
5. John Cahill

Minis

1. John McLevey
2. Adam Clarke
3. Jon Peat
4. Mike Formanek
5. Jason Dixon



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DUAL SPORT ADVENTURE: MY STORY

Economics, or just plain fun?

by Ron Staley, Sr.

Dual Sport riding has become popular again in the past few years. I would like to think that I am one of the original dual sport enthusiasts, but I am sure that I'm not. In 1961 I would remove the fenders and lights from my Triumph and go woods riding. From that time on I always had some sort of on-off road bike.

In 1970 I discovered that the Japanese manufacturers were producing dual purpose machines. Wow! I was in heaven on my first DT. By the late 70's, though, dual purpose technology had peaked and the consumers' interests had moved to more specialized dirt and street equipment for competition. I satisfied my dirt hunger by running enduros between 1973 and 1979 while getting my street enjoyment from purebred street bikes. Changes in the Japanese/American economies and import laws soon made this cost-prohibitive for me and most of my friends. There was no way I could afford to keep both a state of the art enduro bike and street bike the way prices were increasing.

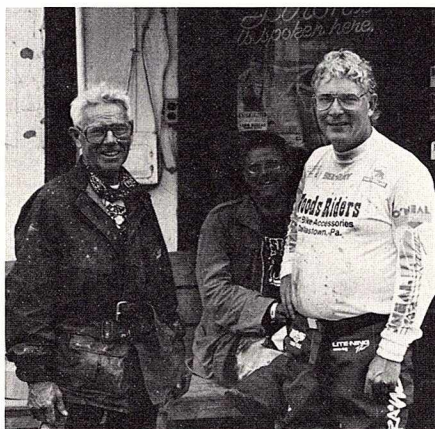
Every year my enduro bike was made obsolete by the new machines on the market, so my friends and I opted to give up our enduro/street bike collections for the latest dual purpose bikes. Since we and our sons had basically the same size bikes, it was more of a blast than running enduros. We could leave our homes and meet at the mountains within twenty minutes and race each other all day without any hassle or major preparation. It was just plain relaxed, go anywhere you want to go, do anything you wanted to do fun.

Today, dual sport motorcycles are not much of a compromise. Most of them are pretty serious dirt bikes made street legal. Do you really need more than 10 or 11 inches of suspension travel to do almost anything in the woods? Does that extra 30 or 40 pounds of weight really slow you down that much? I mean, it's not like you have to compete with YZs and KXs. You're just out to have fun, right?

In the past couple of years, dual sport events have gained considerable interest. These events have a lot to offer everyone. The bikes do not have to be state of the art equipment, as the events are non-competitive. That is not to say that there is no friendly competition among riders. Last year at one event we were riding three abreast on a single track trail. Each one was determined to be the guy who finished the section first. One of us had to stop for a tree and the other slid to a stop on his side due to a steep off-camber. Now, who would think that



Almost anything can be a dual sport bike, such as this Gold Wing/XR conversion. Must be ugly in the sand!



I've met all all sorts of people on dual sport adventures, such as John Penton (left).

was funny if he was late and trying to make it to the next check on time?

Dual sport bikes are not really good at anything, but they are relatively good at everything. You could ride your mount to the event and then ride the event on the same machine. My 350 is capable of almost 100 mph on the highway; yet it is equally at home trials riding over a stretch of boonies. No, it won't compete with a TY250 or any other trials bike, but when you're only competing with other dual sport bikes, who cares?

The events offer a lot of advantages over the way most of us have done our dirt riding over the past years. The ride is laid out for you, you don't have to think which way to go at trail intersections. Therefore you won't get lost, or more importantly; you won't get into trouble for being somewhere you shouldn't be. It is the only legal way you can enjoy the state forest in

Pennsylvania on a motorcycle. Some of the scenery that the dual sport event organizers include is breathtaking.

I am very active in Michaux Off Road Enthusiasts, a club in central Pennsylvania. Our annual events include an ATV trail ride, an ATV enduro (without timekeeping), a mountain bike race, a horse enduro, a dual sport ride, and a motorcycle enduro (South Penn). Our dual purpose bikes are the ultimate in laying out these events. We can ride from trail to road to trail without being illegal on the roads. It cuts a lot of time and work out of laying these events out when you can utilize the roads to get from section to section.

I have met so many interesting people in the sport on these rides. Last year, I met Ed Hertfelder at our dual sport ride. He demonstrated an expert flat tire repair along the route. At Heritage Homecoming Days in Athens, Ohio, last August, I had a chance to meet John Penton at one of the gas and food stops. There is always time to stop and chat, or discuss that last hairy section, or argue about who was faster. Since you are not starting by number or row, you can always choose who you want to ride with. You can race your friends if you want to, when you want to; or not, if you happen to be in a mellow mood. Most dual sport events are suited to any skill level. The challenging courses have easy by-passes if you are a beginner and the easy courses usually have difficult alternate routes for the experts.

Many people with stressful occupations spend thousands of dollars for therapy or relaxation techniques. All I have ever had to do is head out for some trail riding and I'm in a totally relaxed, different world. For me, it's a passion; a compulsion. It's something I have to do, or I'll explode. Fortunately, I usually can ride when I want to. That's one of the unique advantages of a dual purpose bike in today's world of shrinking riding opportunities. In my little corner of suburbia there are many trails of about a mile in length, but they are all separated by asphalt roads. I can ride a small area until I am tired of it, and go on to the next one without the hassle of loading the bike up and transporting it. If I had to do that, I most likely would wait until the weekend and trailer the bike to the riding area, missing all that mid-week, after work fun.

If I were you, I would borrow a dual sport bike from a friend and see what I was missing. There's no doubt about it. If I could ride only one machine, I would buy a dual sport bike.

And that's what I did. □

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FLYING DUTCHMEN

By Bob Shughart

Pine Grove, PA, 3/17

The District 6 1991 hare scramble season continues. The day was a bit on the cool side. The Flying Dutchmen Motorcycle Club has continued to improve the track and it is in the best

Pine Grove 3/17

Class Results

Veteran A

1. Barry Crone
2. Rick Wychunas
3. Mike Ego

Experts

1. Keith Rodgers
2. Gregory Rzeplinski
3. Richard Moyer

Veteran B

1. Ronald Unis
2. Sam Bongiovi
3. Terry Long

B Open

1. Steven Guers
2. Anthony Zielinski
3. Mike Varnes

B 250

1. Raymond Jenkins
2. Mike Strause
3. Jeffrey Neiswender

B 100

1. James Ryan
2. Scott Bruner
3. Steve Reed

B 125

1. Travis Smeltz
2. Patrick Bliss
3. Robert Murphy

Four Stroke

1. Joey Wallace
2. David Yohe
3. Chris Rhoten

Senior B

1. Robert Hayes
2. Kenneth Ettinger
3. L.R. Barson

condition that I have seen in my years of racing here. This race saw the start of a new class in



The joy of mud at a spring District 6 hare scrambles. Ron Smith heads for the finish.

District 6 hare scrambles--Four Stroke. Over 130 motorcycle riders turned out for the race.

Pine Grove, PA, 3/24

Course 3.2 miles. The weather provided a bit of a challenge this day. Within minutes after the race started, so did the cold rain. The harder it rained, the more rutted the track became. The race was stopped after one and a half hours in

Pine Grove, 3/24

Veteran A

1. Rick Wychunas
2. Mitchel Adams
3. Mike Ego

Experts

1. Keith Rodgers
2. John Weigle
3. Gary Dunkelberger

Veteran B

1. Sam Bongiovi
2. Richard Rizzon
3. Ronald Unis

B Open

1. Mike Varnes
2. Anthony Zielinski
3. Steve Guers

B 250

1. Mike STrause

2. Jim Ott, Jr
3. John James

B 200

1. Scott Bruner
2. Ron Smith
3. Robert Engers

B 125

1. Kenneth Kober
2. Robert Murphy
3. Mike Rintz

Four Stroke

1. Robert Barr
2. Robert Schmidt
3. Mathey Mc Breen

Senior B

1. Burd Guers
2. Kenneth Ettinger
3. Bob Schughart



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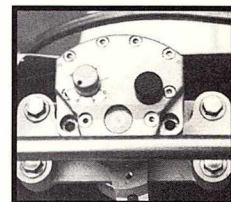
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The 125B class takes the start, on a sunnier, brighter day. Conditions were great.

reference to the grim conditions.

Pine Grove, PA, 4/7

The calendar says April but the temperature felt like June. There was an excellent turnout for the race. The track, 3.2 miles long, same as last time, was fast and dusty. □

Pine Grove, 4/7 Class Results Veteran A

1. Thomas Gafgen
2. Rick Wychunass
3. Jim Neiswender

Experts

1. Rich Moyer
2. John Weigle
3. Gary Dunkelberger

Veteran B

1. Dan Wolfe
2. Sam Bongiovi
3. Ron Unis

B Open

1. Tony Sielinski
2. Jim Bayer
3. Wayne Moreland

B 250

1. Craig Stamm
2. Jeff Neiswender
3. Troy Smeltz

B 200

1. Scott Bruner
2. Matt Dietrich
3. Steve Sensenich

B 125

1. Travis Smeltz
2. Ken Kober
3. Bob Murphy

Four Stroke

1. Bob Barr
2. Scott Pletcher
3. Benn Snelbecker

Senior B

1. Ken Ettinger
2. Millard Reeves
3. James Manzick



can-am



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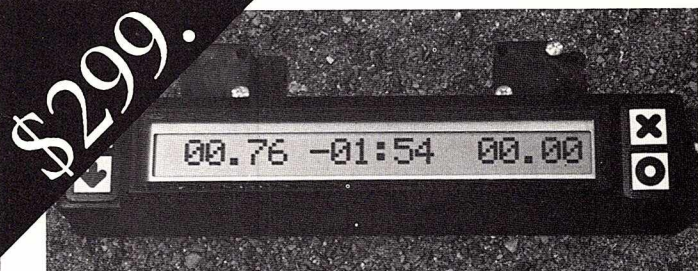
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THE PLAIN TRUTH

If you've ever wondered how to answer arguments from other trail users, read this.

A letter from Ginger Bucher

Dealing with politicians and anti-trail riding groups is frustrating work. At the best of times it is dispiriting (how can they have so much money, and so much support?), at the worst of times...well, you just want to resort to name calling. Being "down" or belligerent never works, though; so you always have to swallow your emotions, dig deep for another level of patience, and continue trying to make your point in an intelligent, informed manner.

When this letter came into the office, we

immediately decided to present it the Letter of the Year award...but we don't have such an award, so we can't. Instead, we want to ask everyone that looks at this page to read Ginger's whole letter—memorize it if you like—and tell us if she hasn't hit the nail right on the head. Keep this as a reference, for the next time we ask you to write a letter to defend our sport. This is the best we've seen.

Ginger Bucher works as an environmental planner for a medium-sized community in

Pennsylvania, established and maintains a recycling program in that city, rides a KTM 125, and dreams of one day competing in the Blackwater 100. She writes for the Keystone Motorcycle Press and the PATRA Newsletter, is extremely active in lobbying for the passage of the National Recreation Trails Fund Act and for trail programs in her home state. She seems to be an unlimited source of energy; along with husband Ted Witmer, she's been a great inspiration to us here at *Trail Rider*. □

March 8, 1991

Jay D. Hair
National Wildlife Federation
1400 Sixteenth St. N.W.
Washington, DC

RE: National Recreational Trails Fund Act 1991

Dear Mr. Hair:

Recently, I had the opportunity to review your organization's response (see attached) to Senator Symms' office regarding the re-draft of the NRTFA. As an avid off-road enthusiast (trail bike and mountain bike), I am understandably disappointed in your position with respect to this bill. As a concerned environmentalist who manages a recycling program for 42,000 people and who manages environmental programs daily, I would like to address some of your concerns.

One of your serious concerns is that off-road vehicles would "create new environmental damage in areas heretofore unused by off-road vehicles." One of the main selling points of the NRTFA is the fact that it would bring management into an area previously ignored.

Our current trail system was constructed without regard for erosion and other environmental impacts. Your statement that "there is in excess of a \$212 million backlog of trail maintenance..." is accurate in that it reflects the need for management and maintenance. It also demonstrates the extreme popularity of trails and the subsequent environmental damage associated with their use.

The NRTFA would require that trails be constructed with the environment in mind. Most importantly, it would provide the funds to do so. Without a contribution from and benefit to the motorized community, we cannot hope to address the deficit in this country's trail system. The demand on the federal budget, both current and future, will never allow the funds necessary to safeguard our nation's lands.

You have expressed concern for state and federal environmental review. I believe that the bill requires adequate control through both the state agency charged with administering the programs and through cooperation with the federal land management agencies. In all likelihood, state environmental agencies would be selected to manage the programs since they usually manage the forest and park programs. Environmental review is mandatory for any land use.

Today, it makes sense to have localities (e.g. state) determin-

ing policy for off-road vehicle trails on lands within their boundaries. Historically, federal control of these properties has been fraught with neglect and subject to political changes. Placing some degree of control in local hands where the effects of these policies are most felt makes better sense.

The federal public lands management program may well have outlived its usefulness in the sense that considerable lands have been set aside; however, like many other things the federal government attempts to manage, it is too great of a task for the federal budget to support. Certainly, land must continue to be set aside and protected. The NRTFA does not threaten this important activity. Instead, it must be incorporated into a comprehensive outdoor management policy that recognizes the need for people to enjoy nature and have access to it. Just as people differ, a variety of approaches integrated around a common goal, i.e. to protect and preserve the environment, must be advanced.

In conclusion, I agree that mass transit is of critical concern. As one who chooses to walk an hour each day round trip to work because of the effect of automobile pollution, I would be remiss if I did not point out to you that the funds from off-road use will not benefit mass transit unless there are opportunities to use off-road vehicles. In other words, if you eliminate riding areas you reduce the fund, because there will be no reason to buy gasoline for off-road use. I hasten to add that this possibility is unlikely because of the extreme popularity of off-road vehicles. Rather than pretend they will go away, why not work towards a better system of management? The alternative is continued use, even increased use, and no management. The impending result is irreparable damage to the environment.

By opposing the NRTFA you are directly contributing to future and immeasurable environmental damage as off-road users crowd onto fewer and fewer trails. Further, a lack of legal riding areas is likely to increase the amount of illegal and unmanaged riding areas. What a shame to ignore the potential of this bill which could help protect the very thing your organizations were founded to protect.

I would hope that you would seriously discuss these remarks. I am happy to meet with you to discuss how we can work together on this. While marrying motorized and unmotorized recreation is a challenge, we must move forward with the environment foremost in our minds. Your concerns are recognized. I look forward to hearing from you.

Sincerely,
Ginger L. Bucher



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BLUE/GRAY HARE SCRAMBLES

Sunshine, fair skies and deep, deep mud!

by Donnie Lewis, photo by Brian Staples

Budds Creek, MD 3/24

The 1991 Virginia Championship Hare Scrambles Series had a unique opening round: they held it in Maryland. Budds Creek, Maryland, which is the home site for Jonathan Beasley's Potomac MX Park is the only non-Virginia site for the series, which draws riders from at least five states. Being only five miles from the Potomac River, which separates Maryland from Virginia, this track draws a lot of riders from both states.

Arriving at the track site on Sunday morning under sunny

skies gave no indication of the surprises awaiting the riders on the motocross track and woods trails. A few frog-strangling showers a couple days prior had turned a normally well groomed track into a muddy mess, and the well-ridden woods trails into an adventurous foray into muddy-muddy land. When a dozen riders had to be rescued on the parade lap, it gave an indication that problems might be forthcoming.

A lot of familiar faces from the series points chasers, some new faces, lots of bike changes and quite a few class switches for the riders promised some interesting results for the new season.

Reigning State Champion Dwain Miller was back to defend his title on a Bare Brothers-backed Kawasaki KX250, however he was well aware that he will have his hands full with a dozen riders trying to dethrone him. There was a total of 175 riders present to kick off the new season with the largest turnout in the two "C" classes, with 85 riders signed up.

The 0-100 or Mini class started the season off with a lot of enthusiasm from our up and coming riders. Due to course conditions and a lot of problems encountered by the more inexperienced riders, they were stopped after one lap, with 1990 champ Daniel Morrison, taking top

honors, with Jason Greer and Justin Redden following closely behind. These three Team Havoline teammates are friends, off and on the track, but it doesn't slow down their competitive drive.

and seemed to disappear from the pack when encountering mechanical problems, attributed to the conditions.

Dwain Miller prevailed once again to take overall honors, but it wasn't without a good

fight from Steve Arthur, up from North Carolina, and Jeff Blankenship, who was barely edged out from the 1990 crown, and 250 A riders Brian Hess and Chris Shortridge. Quite a few riders have been seen on their local motocross tracks, racing during the off season and the practice was paying off. These woods riders were smoking on the open MX track,



Getting ready for the big start at Budds Creek. The MX track helps make this a really competitive race.

The Budds Creek course utilizes about 90 percent of the Pro/National MX Course and an additional four miles of fast-paced woods trails. Not exactly the tight, twisting woods trails the VCHSS riders are used to, but most of the riders enjoy it for a change. Jonathan Beasley had his hands full lining up and girting 175 riders who are not all accustomed to motocross starting gates, but he eventually got 'em where he wanted.

The AA class got the usual first start and you would have thought it was a one lap MX race, as tight as they were bunched and the furious pace they started with. As soon as the AA riders started their second lap, they started passing and lapping slower riders. With the mud-covered number plates and riding gear, it was virtually impossible to tell who was leading each class unless you were at the scoring barrels. Hell, I know the majority of the series regulars and have for several years, and I couldn't keep up with who was who. I can tell you there was a lot of good racing going on in most all the classes, and a lot of lead changes, caused by who picked the best line at a deep rutted mud hole and rode directly into the deepest rut—and then they think they can power out with a WFO throttle. This spectating and reporting is getting to be fun.

Many riders were setting a good pace early

as well as the woods. There were no runaway class winners today, as each and every trophy was hard earned. □

VCHSS Budds Creek

Class Results

Dwain Miller

Overall Champion

AA

1. Steve Arthur
2. Jeff Blankenship
3. David White

200A

1. Rusty Epperson
2. Ricky Franklin
3. Kalan Bunch

250A

1. Brian Hess
2. Chris Shortridge
3. Joel Burgess

500A

1. Phillip Doyle
2. Karl Johnston
3. Montie Orr

Senior

1. Dave Berry
2. David Olds
3. Tim Norris

Super Senior

1. Bob Williams
2. Howard Roquet
3. John Gamber

Four Stroke

1. Albert Odenthal

2. Randal Fitzgerald

3. Travis Fitzgerald

Mini

1. Daniel Morrison
2. Jason Greer
3. Justin Redden

200B

1. James Rolland
2. Tommy Reynolds
3. Barry Combs

250B

1. Darrell Harley
2. Darrell Davenport
3. Shawn Hess

500B

1. Bobby Wilt
2. Jim Thurston
3. Mike Zimmerman

200C

1. John Hayes
2. Paul Lutz
3. Donald Belt

250-Open C

1. Craig Owings
2. David Erickson
3. David Jacobs
4. Johnny Johnston
5. Roger Arnold

Off the Road Again

It's not easy keeping up with the hottest new dirt bikes. Just when you think you've got the latest technology all figured out, something even newer and more outrageous comes along.

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And we're not afraid to tell you how well—or poorly—a new dirt bike performs. The popular "Opinions" section gives you our uncensored remarks on every motorcycle we test. No hype. No BS. Just the straight facts from some of the best riders and writers in the business.

The guy in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week. Then, to get away from it all, he goes racing on the weekends. He qualified and competed in the 1990 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a type-writer jockey.

You could call him the fastest off-road racing journalist in America. But at *Dirt Rider*, we're not so easily impressed.

We just call him "Wolf."



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TRAVERSE CITY "OK" WITH RANDT

Keeping 'em in stitches at the Cherry Pit Classic

by Melissa Swan, photos by Chuck Barth

Traverse City, MI

The 1991 Michigan District 14 Enduro Series opened April 28th, at Ranch Rudolph in Trav-

erse City. Heavy rain Saturday night helped control the dust making perfect riding conditions for the Twin Bay Trail Riders' Cherry Pit Classic.

The trail was challenging with plenty of good wood sections, not to mention a few slick, muddy roads that were created after the rain. However, the northern Michigan sand allowed for quick racing through the pines and newly budded trees.

KTM rider, Alan Randt, took the Grand Champion honors with an overall score of 15. Alan returned home unexpectedly Saturday morning from the I.S.D.E. Qualifier in Tulsa Oklahoma, due to a nasty cut on his arm from a very unfriendly Okie rock. After a few stitches, he was back racing again, which was OK with him. Pat Waldie, aboard a new Honda finished second overall and wrapped up the AA Hi-point position with a score of 18. A Hi-Point went to KTM mounted Scott Bassett with a score of 22. Brian Bessey piloted his KTM to B Hi-Point honors and Tony Heath riding a Kawasaki was

Team Kool Jerks waits its turn at the starting line. The Jerks were the top A team.



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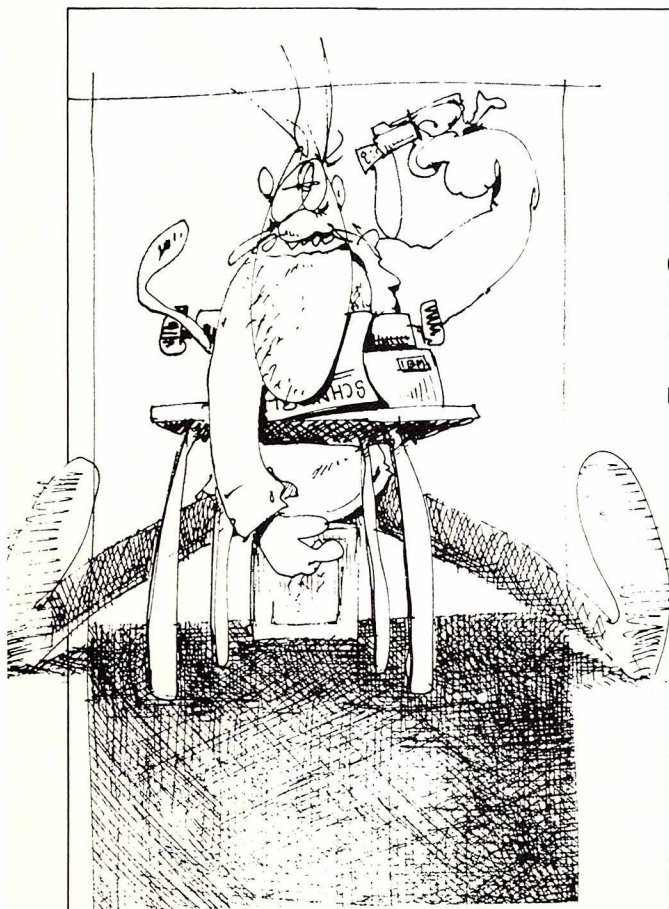
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Overall winner Alan Randt skirts a log in the Michigan woods.

the C Hi-Point winner. Gale Estefan on a KTM wrapped up the Women's Class.

Eight-time National Enduro Champion, Dick Burleson, made for an interesting sight as he

headed out early Sunday morning with an arrowing pouch to pre-ride the first section. Nobody got lost, that we know of, so Dick must have accomplished his mission. He was seen later in the day tackling a sand hill on his mountain bike and heckling riders on the trail.

There was a good turnout of riders for the Cherry Pit. Lots of families with little ones and the loop gas made things easy and spacious for the

gas crews. It was overcast most of the day until the end of the race when the sun peaked out, prompting many riders and race fans to break out the shorts and sleeveless shirts.

District 14 Mini-Class hare scrambler, Rob Root, took to his inner tube and floated down the creek behind Ranch Rudolph. What's more noteworthy is, the temperature in that creek even in August is comparable to the polar ice caps.

The Twin Bay Trail Riders wrapped up scoring quickly and the riders were awarded plaques for their day's efforts. Then everyone headed for the open road through the winding roads leading to and from Ranch Rudolph in procession that would have put It's a Mad, Mad, Mad, Mad, World to shame. □

Cherry Pit Enduro Class Results Grand Champion

Alan Randt KTM

AA Hi-Point

Pat Waldie Hon

A Hi-Point

Scott Bassett KTM

B Hi-Point

Brian Bessey KTM

C Hi-Point

Tony Heath Kaw

AA

1. K. Brown Kaw

2. S. Luce Kaw

3. B. Mull Yam

200A

1. B. Lowe Kaw

2. A. Barth KTM

3. R. Scharphorn KTM

250A

1. J. Love KTM

2. R. Howery Kaw

3. L. Berquist Yam

Open A

1. R. Benjamin Hon

2. D. Hoeksema KTM

3. B. Woodward Kaw

4 Stroke A

1. D. Hodge Hon

Vet A

1. D. Reed Hon

2. F. Fischmeister Kaw

3. K. Allen KTM

Senior A

1. J. Hoffman Suz

2. S. Smiegiel KTM

3. N. Scharphorn KTM

125B

1. T. Clark Hon

2. B. Johnson Kaw

3. T. Donley KTM

200B

1. S. Handweg Kaw

2. B. Mc Mahan Kaw

3. T. Fowler Kaw

250 B

1. B. Shutz Suz

2. T. Bennett Kaw

3. K. Daugherty Hon

Open B

1. B. Mc Coy Hon

2. G. Young Yam

3. T. Ederer ATK

4 Stroke B

1. R. Woodward Suz

2. T. Ederer Suz

3. D. Hutchingson Hon

Vet B

1. J. Rydquist Suz

2. L. Schwab KTM

3. L. Hazelton Kaw

Senior B

1. C. Woods KTM

2. K. Eddy Hon

3. E. Reimer Kaw

Women

1. G. Estefan KTM

2. E. Byrne Kaw

Super Senior

1. H. Hall KTM

2. C. Scharphorn KTM

3. P. Lillemoen Suz

C 200

1. T. Wilton Kaw

2. B. Reamer Kaw

3. T. Hutton Kaw

C 250

1. B. Mc Carthy Hon

2. S. Kelley Suz

3. K. Mahncke Yam

C Open

1. C. Scholten Hon

2. D. Dixon KTM

3. J. Payne KTM

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TRI-STATE TWO!

Wild hares at Lembo Lake again

By Roger Billharz, Photos by Mike Witkowski

Modena, NY 4/14

The Tri-State Morotcycle Club held their second hare scrambles on April 14th. And once again, their five and a half mile course proved to be challenging and lots of fun for all. Compared to the race held here last month, the track



was run in reverse, plus some new trail was cut in.

The club chose Pat Maroney as the "hare," and the first Expert to catch him would win \$100. Pat had a 40 second head start and nobody caught him until the very last lap, when he ran out of gas about 100 feet from the barrels. Pat then jumped off his motorcycle and started to push it to the barrels. He got to within 10 feet of the finish line when Scott Phelps whizzed by him and collected 100 bucks!

So you know who won the overall. But what about the other class winners? The 250 Amateur class win went to Dennis Byrnes. That's two Lembo Lake wins in a row for Dennis. He is going to be a real force in NETRA 250 B this year. Watch out for this guy.

Open class win went to Pat Cahill from Beacon, NY. Senior class winner, Scott (Jerry) Bernardo—the real deal—took home his sec-

Don't know how to tabletop? Just stick your leg out. Jerry Bernardo, in a style moment.

ond Lembo Lake first place this year. The 4-stroke winner was Clint Perren, Super Senior was won by James Schnits, and Ed Chamberlin won the 0-200 class.

Tri State M.C. will host another race on November 3rd. See you there. □

Tri-State #2 Class Results Expert

1. Scott Phelps
2. Paul Milliken
3. Alan Drane

Senior

1. Jerry Bernardo
2. Ray Malley
3. Paul Turner

4-Stroke

1. Clint Perren
2. Dave Tucker
3. Steve Wujcik

Open

1. Pat Cahill

2. John Mayer
3. David Winas

250 B

1. Dennis Byrnes
2. Mike Brogan
3. Bob Davidson

Super Senior

1. James Schnits
2. Frank Wortman
3. Jack Schwarz

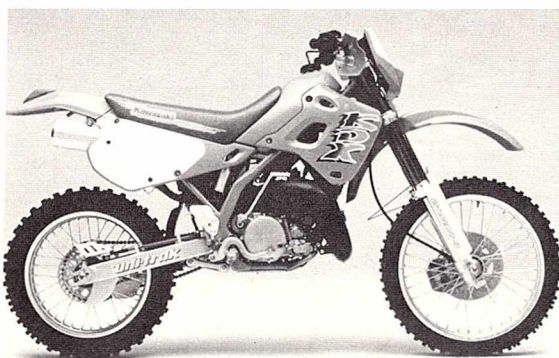
0-200cc

1. Ed Chamberlin
2. Randy Lynch
3. Bill Golay

Vintage

1. Dave Roper

Midtown Kawasaki

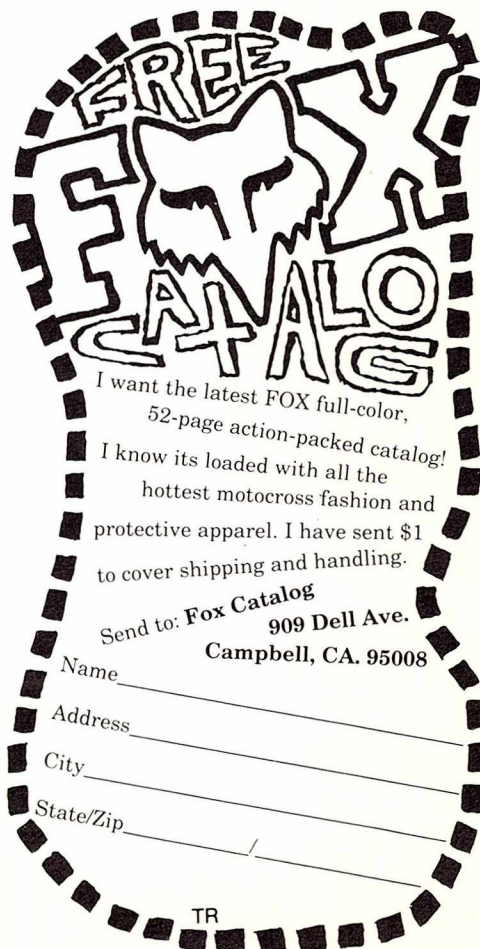


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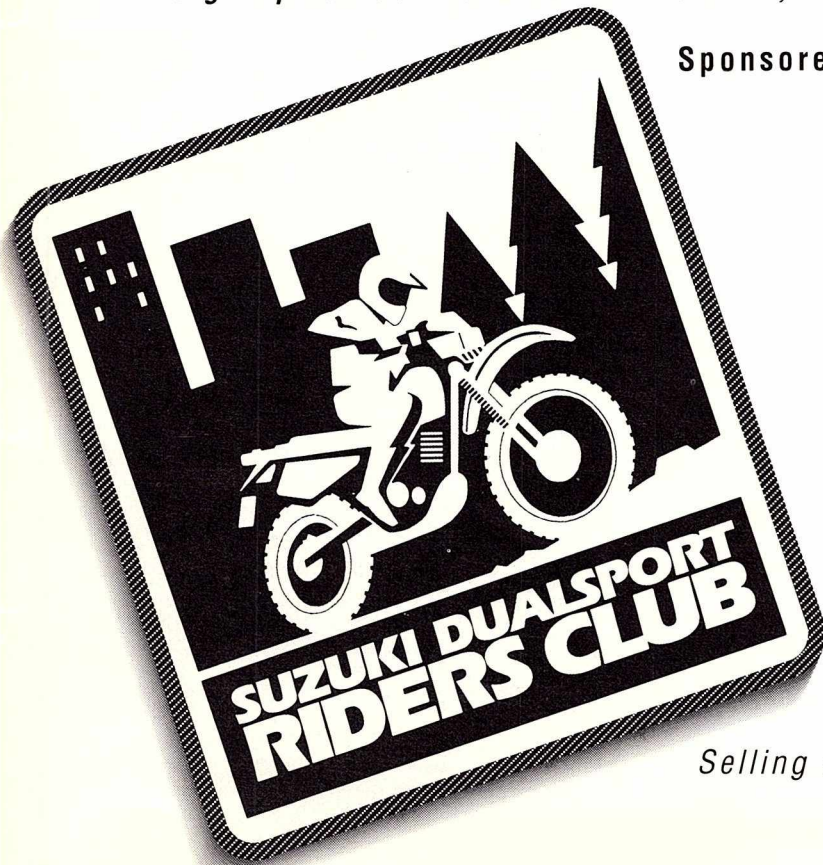
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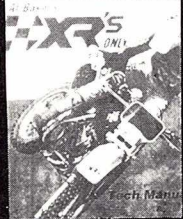
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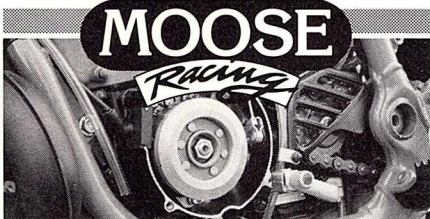
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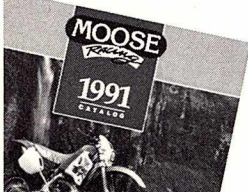


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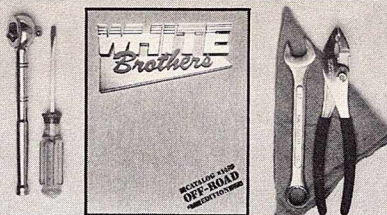
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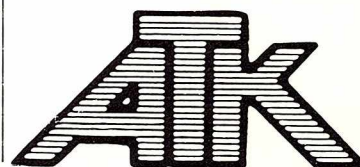
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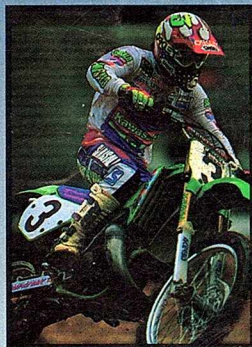
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